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HONGKONG, TUESDAY, MAY 80TH, 1911.

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5.00 p.m. to 8.00 p.m... Every 10 minutes. NIGHT CARS. 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every hour.

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SUNDAYS. 8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 11.45 a.m. to 12.00 Noon... Every 15 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes, 6.00 p.m. to 7.00 p.m. ... Every 15 minutes, 7.00 p.m. to 8.00 p.m. ... Every 15 minutes, NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour,

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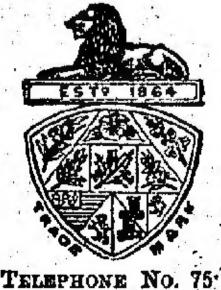
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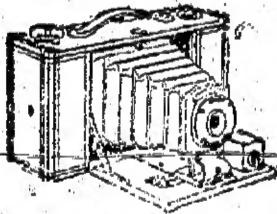


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MERCIAL AGREEMENT.

Agreement.

The Reichstag Committee has

BATTLESHIP AND CRUISER

IN COLLISION.

and needs extensive repairs.

coming to Spain.

restoring order.

a standstill.

MEXICAN AFFAIRS.

It is reported from Mexico City

President, proposes

settlement of all

LONDON, May 29th.

that Senhor De la Barra, the Pro-

SULTAN OF MOROCCO'S

THANKS.

A Fez message states that

thanked France for her help

Sultan received General Moinier and

FROM THE "CHUNG NGOI SAN PO."

DEAR RICE.

were driven to desperation by

MAGAZINE EXPLOSION.

powder magazine at Pacting,

day, causing great damage.

capital of Chihli Province, on Satur-

CONCESSION TO ITALY.

The Cabinet has consented to grant

concession to Italy in Tientsin

similar to that of the other Powers.

[FROM THE "N.-C. DAILY NEWS."

COUNTY CRICKET.

In the matches played on May 18, 19 and

20: Oxford University beat Kent at Oxford

beat Surrey at Bournville by two wickets

Lancashire beat Leicestershire at Leicester

by 13 runs; Sussex drew with Notts at

Brighton; and Middlesex beat the M.C.C.

ANOTHER PIRACY.

The police have been notified of another

armed robbery which occurred last week. A

large junk on the way from Pinghoi to Hong-

kong was overhauled near Fung Head at Mirs

Bay. A fishing boat containing ten men armed

with knives and daggers blocked her passage

and one of the men threatened to blow up

the jank with dynamito if she refused to

rirates boarded her. The crew were driven

below, and tarpaulins were nailed over the

other articles to the value of \$88. Some six

hours later the crew were again on deck, the

police at Shaukiwan were notified, and an

INTERPORT POLO.

The Baguio correspondent of the Cablenews

American states that owing to an injury

received as the result of an accident to

Captain Crawford, of the Hongkong polo

team, the English players will not participate

in the pole tournament which is to be held

the English polo team is much regretted, as

here. The matches between picked teams will

inquiry is now being instituted.

commence on Saturday.

Such a demand could not be ignored

boat hove to, and the ten armed

Then the junk was ransacked and

at Lord's by eight wickets.

by seven wickets; Yorkshire beat Somerset

An explosion took place in the

SHANGHAI, May 29th.

PEKING, May 29th.

PEKING, May 29th.

London, May 22nd.

German-Japanese Commercial

London, May 29th.

London, May 29th.

London, May 29th.

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written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGRONG OFFICE: 10A, DES VOOT ROAD C LONDON OFFICE: 131, FLEET STREET. EC total this year to 60.

Hongkong, MAY 30TH, 1911.

The great changes which the use of fuel will introduce in the industrial, commercial, and even military operations of the future are suggested by the telegram which we published three days ago announcing that the British Admiralty had contracted with Scottish Oil Companies for the supply of ten million gallons annually, or double the quantity which had been the subject of body of a man from Stanton Street. He is the original negotiations. Viewed with the believed to have been an opium smoker. prophetic eye, it is not difficult to realise membering, too, that the British naval the birch and 48 hours' detention, experts have of late years led the world in most matters tending to enhance the value (Yorkshire Light Infantry). The undermenof the navy from a military standpoint, it tioned second lieutenants to be lieutenants. may be expected that other nations will ex. Dated April 1, 1911: Guy de Hoghton and periment in this direction also, or else be content to act on the assumption that the tests made by Great Britain must have been satisfactory to warrant such a decided advance on original intentions as is indicated by the doubling of the contract quantity of oil fuel. But tremendous though changes be which oil fuel will lead to m the British navy-the Dreadhour the near future is expected to be battleship with no smokestacksthey are likely to be even greater in the more peaceful operations of our varied life. The wonderful achievements of the first decade of the Twentieth Century, with its remarkable progress in the conquest of the air, the greater uses of electricity, and the wider application and perfection of wireless | Koh Mah Wah & Co., is president.

telegraphy, have accustomed people to entertain new ideas with a receptivity which was impossible to a past generation. No louger do men cling to the belief that what was good for their fathers is good enough for them. No, they realise that there are many ways in which the forces of nature can be made serviceable to man. They realise that there are many gifts lying to their hands which have only to be grasped utilised. So great is this belief in the rich possibilities of the future, in the discovery of wonders that almos: suggest the magical or the supernatural, that the present generation always seem to be standing on the tiptee of expectation, ready, after the fruits of some fresh discovery have been assimilated, to anticipate another which shall be even more wonderful. In the same way that we are propared for innumerable applications of the new science of aviation, we may look forward to great changes due to the use of oil fuel. In the words of the Chairman of the G. M. Oil Fields Company, Limited, in addressing he shareholders the other day in London "The age of oil is only just beginning. have preached for some time that soon we should see, not a few trains propelled by liquid fuel, but all trains, as well as the Wellington Street has reported to the Police mercantile marine and the navies of the that while walking along Elgin Street on world. In five years' time I think it will Sunday night he was attacked by two men. be a rare thing to see a horse-cab in They threw him on his back and discovered London. Probably in from 10 to 12 years 51.80 in his possession, but did not wait to it would be a rarity to see a steamer on the ocean with funnels. I have before me an account of a steamer without lus made its first voyage successfully with liquid fuel. It burned about two tons of oil a day instead of eight tons of coal, and it was cleaner and easier to handle." There is a picture of the future which, it has to be admitted, does not call for any great flight of imagination. In such oilproducing countries as Eussia and Roumania railways, steamships and works are largely run by mineral oil, and that this new agency has not been more freely employed in other parts of Europe is explained by the fact that freight has to be added to the production cost. That being so, engineering plant on which a large amount of capital has been expended will not be readily scrapped until of processions into the Settlement. It may be the economy of oil is demonstrable, and that alone will cause the process of conversion to be slower than might be expected in view of the advantages claimed Mixed Court offered to imm late himself on the for oil fuel, but there can be no doubt that in a year or two the construction of railway locomotives and steamships will begin to show the changes which are bound to follow the application of a discovery which is of proceedings at the Court. Now, under his

To-day is the American Memorial Day, when the graves of those who have fallen in war ar

entertained regarding the ultimate failure

of our coal supply.

The number of smallpox cases in the Colony is decreasing. Only seven were notified last

The two cases of plague reported during the 48 hours ending at noon yesterday brings the

The meeting of shareholders in George Fenwick & Company advertised for to-day has

been postponed. M. Klobukowsky, formerly Governor-General of Iudo-China, may be appointed French Ambassador in Tokyo.

According to Japanese newspapers over 1,600 houses were destroyed by a Gre in the Hokkaido some ten or twelve days ago.

The Sultans of Perak and Kedah sailed on the s.s. Mooltan from Penang for England be present at the Coronation.

On Sunday night the police removed the dead

For stealing flowers at a garden at Wongneithat this decision of the Admiralty is an cheong Mr. Hazeland yesterday at the Magisintelligent anticipation of events, and re- tracy sentenced a Chinese to eight strokes of

William H. Brooke.

Undeterred by the death of M. Vallon. another aviator expects shortly to appear in Shanghai, by name Mr. Laurence Rosario, who boxes containing the mark of the firm to other announces that he will be in a position to make trips at Kiangwan in the near future.

A correspondent writes to inquire whether the Gymkhana, which should have taken place last Saturday, has been cancelled or merely postponed. He suggests that it be held on Saturday next or Monday (Bank Holiday).

The new Chinese Chamber of Commerce at Bangkok has now been constituted, and will be formally opened at an early date. The Chinese rice-millers, Hongkong traders and others already have their trade societies in Bangkok, but the new Chamber embraces all Chinese trade interests. Mr. Koh Fai Shaik, of Messrs.

Prince Fushimi is said to have taken to TELEGRAMS. England the Order of the Grand Cross of the Chrysenthemum to confer, on behalf of the Emperor of Japan, upon King George.

A Chinese youth who stole \$110 from his grandmother, who resides at No. 4, Lamont Street, Wanchai, on January last, was sentenced by Mr. Huzeland at the Magistracy yesterday to six weeks' imprisonment with hard labour.

A Chinese who was caught in the act of cutting a pocket at a theatre at Shaukiwan yesterday was sentenced by Mr. Hazeland at the approved of the provisional draft of Magistracy yesterday to two months' imprisonmens with hard labour and four hours' stocks.

The Portugueso High Commissioner of the delimitation of the Mucao boundary is reported to be on the way to Peking to re-open negotiations for the settlement of the disputes that have been a source of icritation in that place during the past two years.

-At the Magistracy yesterday Mr. Hazeland sentenced a Chinese to six weeks' imprisonment and four hours' stocks for stealing two jackets. A similar sentence was passed on another man who stole two jackets and 837 in money from a house in Centre Street.

The master of a piece-goods shop in take the money.

It is extremely gratifying to note, says the N.C. Daily News, that not only have all the visional British store-keepers in town agreed to close their premises on June 22, the date of the Coronation, but practically all their confréres of other nationalities have also decided upon a similar step. In this way it will be possible to make the celebrations the success they deserve to be.

The cry for a reduction of rents is once more being heard among the Chinese population of the Settlement at Shanghai, and it has been ascertained, says the N. C. Paily News, that the Rent Reduction Bureau, which was more or less troublesome at the end of 1910, has again been established; Once more the moving spirit in the agitation is the patriarch Liu Pao-chang, the venerable nuisance who made a point of leading all sorts remembered that when the agitation was at its. height Liu distinguished himself by miking banners out of old sacks, and when taken to the altar of reduced rents. He puzzled the authori. ties, both Chinese and foreign, to know what to do with him and his desire for martyrdom, openly expressed, and rather than gratify this whim he was set at large after several very interesting immense value to the world, and which tutelage, the Rent Reduction Bureau has taken incidentally removes the fear which many shape again in the Hongkew district, a d Liu and his followers are pursuing their propaganda with some vigour. Chinese landlords have already been approached, but so far the crusade has been of a very peaceful nature. It will be of interest to see the outcome of the efforts now being put forward.

> ANOTHER ALLEGED GODOWN THEFT.

Three Chinese were charged before Mr Wood at the Mugistracy yesterday afternoon with breaking and entering a godown at No. 3, Wing Wo Street, and stealing goods to the value of \$1,533.25; and with receiving stoles goods.

Mr. R. A. Harding appeared for the prosecution, Mr. W. E. L. Shenton (of Messra. Deacon, Looker & Deacon) represented the first defendant, the second and third were not represented, and Mr. Barlow (of Messrs. Goldring, Barlow & Morrell) appeared for the fourth defendant.

Mr. Harding informed the Court that the at Taunton by 272 runs; Worcestershire Li Yuen Cheng firm rented this godown for exclusive use of the storage of their goods, and on Sunday, the 21st inst, they had stored

there certain goods which had recently arrived. His Worship-Have all the goods been recovered?

Mr. Harding-Yes. Continuing, he said that the godown-keeper was acoustomed to leave about 5 o'clock and go to the address of the firm. He did not always stay there, but on the day in question he looked up the go-The following is gazetted: -The King's Own down about 4 o'clock, and when he returned about 9 o'clock he found the doors still locked, but the goods missing. He made enquiries, when the goods were found at a godown at No. 3, Choung Hing Lane, about 11 o'clock the same night. He also found number of coolies transferring the goods from and larger boxes, there being twenty cases in the pirates departed with clothing, fish and all: These were all in various stages of being unpacked. The four prisoners were on the premises and were directing operations with regard to the transferring of the goods, number of coolies doing the work. The evidence would show that the first three prisoners actually broke into the godown, while the fourth was the godown-keeper at Cheung Hing Lane where the goods were found. As regards the fourth defendant, the evidence was not so strong against him, but he was present, and he must have been a party and must have known what was going on. "The unpacking and packing at night was an unusual thing.

Evidence was called, and the case adjourned. express purpose of playing polo.

SHIPPING NOTES.

The Times of Malaya states authoritatively that the Government refuses to entertain any scheme to shift Port Swettenham to Deep Water Wednesday. The ship and cargo were sold in Point. In adds that, after all, the port is in the best place, and believes that sorew-pile wharves will be built.

The Trinity House Authorities have placed a new lighted buoy just of the Needles lighthouse to mark the extreme and of the dangerous bridge reef of rocks of which the Needles is the base. They also give notice of their intention to alter the leading lights at Hurst Castle, so as to bring the course of vessels coming in from the Channel further to the westward, about midway between the new buoy and the South-West Shingle buoy.

A cable has been received by Messrs. Par ker, Garret & Co., solicitors for the underwriters of the steamer Princess Marie, stating that the compensation awarded by the Russia Prize Court for the sinking of that vessel has been The battleship "Bellerophon" and paid into the bank in St. Petersburg. The the cruiser "Inflexible" collided off Princess Marie, was taken by the Russian cruiser Torok in June, 1905, during the Russo-Portland when returning from the Japanese War and was sunk. Lloyd's under-writers are interested in the vessel to the extent Naval Manœuvres. The "Inflexible". of over £70,000. had a seven-foot hole knocked in her

The Dominion Government of Canada has granted a subsidy to the Esquimalt Graving Dock and Shipbuilding Company for plant including dock machinery and buildings costing £540, 00. The subsidy is to be at the rate of Ex-President Diaz is probably 32 per cent. for 35 years. The dock will accommodate the largest vessels affoat. This action on the part of the Government marks the beginning of a great shipbuilding enterprise on the Pacific. The promoters of this undertaking are Messrs, Bullen, of Victoria, and Messrs, Denny Bros., of Dumbarton, Scotland.

Some reinsurance was effected on May 4th at 15 per cent. on the British steamer Lodorer, which left New York on March 19 and Newport News three days later for Port Natal and Shanghai, for after passing Cape Henry the vessel has not been reported. The Lodorer is believed to have been loaded with case oil, and immediately a vessel carrying such a cargo is at all behind her time underwriters begin to feel a little anxious. Fires in vessels carrying general cargo from New York have been one of the the principal French officers, and serious troubles with which underwriters in recent years have had to contend. Early in the year the Parisiana, valued at £40,000, was abandoned on fire while bound from New York to Melbourne with a valuable cargo, and other conspicuous losses were that of the Norse Prince, in January of last year, while carrying machinery and case oil, and that of the Havers-The rice shops have been ransacked at Ningpo by the poor people who Messrs. Watson, Munro & Co.; and is a vessel dearness of rice. Business is now at

After being stranded on the Blenheim Shoal, near Port Swettenham, for ten days the N.D.L. Ar genia arrived at Tanjong Pagar on May 22nd under her own steam. She is (says a Singapore paper) parently none the worse for the mishap and will not be detained here longer than is necessary to discharge her cargo. The steamer stranded on the Blenheim Shoal about noon on Tuesday, May 9, and after she had tried by her own power to get off she asked for assistance. On May 13 the Belgravia of the same line of steamers was ordered by Messrs, Behn, Meyer & Co, as local agents to proceed to the help of the before-mentioned genus. One could readily stranded vessel. An attempt was made on sympathise with "An Unfortunite" if the the following day, wire hawsers being passed | Government, who institute these Bank Holibetween the two vessels, but after several days, would devote some of their time to hawsers had been broken and very little done providing ways and means whereby the "worst to improve the position of the Aragonia, paid class" could enjoy, in an inexpensive way, the Belgravia wired that she was too big a ship | the holidays so forced upon the community. A for the work and proceeded on her voyage to few months ago, there appeared in your column's Europe. On the 15th inst. another telegram a very sensible suggestion in connection with came from the local agents of the Hamburg- the Coronation Celebrations Committee, viz., Amerika Line at Port Swettenham asking that | the erection of a Band Stand and the inauguratwo smaller vessels be sent to her assistance, tion of a City Band, and another suggesand accordingly on the 16th inst. the Natura | tion that a Bathing-Beach should be laid and the Paklat got ready a quantity of hawsers out for those not able to afford the luxury of a and salvage gear and took on board a number of launch-pienic. Both these suggestions were extra hands and coolies. The Paklat left Singa- shelved, and the money subscribed by all classes is pore at daylight on the 16th and arrived at to be spont on bonfires, illuminations, etc., not to Blenheim Shoal at daylight the following morn mention medals at 12d apiece of i. Honging. She brought out her own heavy bow anchor kong. Would not the people obtain more gen. and lowered away at a distance of 105 fathoms | nine pleasure by the adoption of one or both of from the stranded ship, making fast the anchor | the above-mentioned suggestions for a permanent by chair, and then proceeding alongside to take | reminder of the Coronation of King George V. cargo out of the after hold of the Aragonia. The Natura left at 2 pm. on the 16th, and which at first sight may appear irrelevant to the came up to the other vessels the following day question raised by "Au Unfortunate," but, at the same hour. She took out the bow anchor of the Aragonia with 100 fathoms of five-inch wire rope, and then returned to the port side of the ves el and commenced to take out more cargo. The Aragonia was then lying with her head pointing W.N.W., the Paklat being on the starboard side with bow towards the Aragonia's stern and the Notuna on the port also with her head W.N.W. On the morning of the 18th May the wire ropes attached to the anchors were made taut and the vessels made secure, the engines of the two smaller vessels being worked full power, and about 8.30 a.m. they succeeded in getting the Aragonia off She was towed out into eight fathoms of water and anchored there. Cargo for Port Swettenham, and some for Penang which had been left on board, was transferred to the Natura and Paklat, and while this was being done the engine-room staff on board the Aragonia were getting her engines into working order. This done, the vessel steamed on to Singapore. Considering the size of the vessel and also the The incapacitating of one of the players of fact that she had been so long on the sand (the propeller being embedded about seven feet) the operation by which she was refloated was entirethese gentlemen came from Hongkong for the ly successful.

The sale by auction of the wrecked Pacific Mail steamer Asia as she lies on Finger Rock drew a crowd of Chineso to the rooms of Messrs Hopkins, Dunn & Company at Shaughai last different lots, and bidding was quite spirited, those making bids coming from the coast ports, Wenchow, Ningpo, Foochow, etc. The steamer started at Taels 1,00', and went up to Taels 8,200, when she was knocked down to Chinese buyers from Foochow. The cargo was started at Taels 500, and Shanghai buyers ultimately had it knecked down to them for Tuels 2,800, the total price gained thus being Taels 11,000.

In the House of Commons on May 4th Mr. Houston asked the President of the Board of Trade whether his attention had been called to the allegation that the present standard of British sailors and firemen would not compare with foreigners, more especially Chinese; that foreigners were more sober and steady and did their work more officiently than Britishers; and whether, if those allegations were correct, he would introduce legislation to enforce more sobriety, efficiency, and discipline amongst British seamen, thereby producing a better class of British seamen. Mr. Buxton (President of the Board of Trade) replied : -The allegation to which the hon, member refers is at least a debatable one. Perhaps I may refer him to the report of the Boy Seamen Committee of 1907, which states: "Nor do we think that there is any force in the contention that the foreigner is preferred because he is more sober and better conducted. We have had much evidence to show while the foreigner on first entering the British Mercantile Marine may be easier to deal with, he is, as soon as the unfamiliarity of his surroundings has worn off, no better and no worse in this respect than the British seamon, who, it is generally admitted, is more to be relied upon in times of emergency." The Merchant Shipping Acts provide severe penalities for breaches of discipline, and I am not prepared to introduce further legislation of the nature indicated by the hon, member,

CORRESPONDENCE.

THE OBSERVANCE OF BANK HOLIDAYS.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, May 28th: Sin,-I trust you will allow me a little of your valuable space in which to refer to the letter signed by "An Unfortunate" which appears in your issue of Friday, the 26th inst. Your correspondent seems to have what our American consins call a "grouch" against some ham Grange, in 1906, while bound from New person or persons, presumably his employers, York to Melbourne. The Lodorer, of which who apparently insist that he shall make his news is now keenly awaited, is managed by usual appearance in the office on days which are popularly known as Bank Holidays, but surely the of 3,207 tons, built in 1904, and valued at something can be said on the side of the employer. Some of these so-cal'ed Bank Holidays, which are only observed in Hongkong so far as South China is concerned, most certainly disturb the even run of the routine of daily office work and could be very well eliminated. Hongkong prides itself on its shipping, but if every person were of the same opinion as "An Unfortunate" I venture to think that there would not be so much cause for the aforesaid pride. Your correspondent refers to the "wor t paid class" of workers, but it is safe to say that the mer who put pleasure before business and insist on any excuse for absenting themselves from their desks will continue to be associated with the

> I may have dilated at some length on matters in my humble opinion, they are rather closely allied. The adoption of the suggested remedy would provide the excuse, which at present seems to be lacking, for the general observance of the various Bank Holidays.

Apologising for encroaching on your valuable space, and enclosing my card. - I remain, Yours faithfully, NOT AN EMPLOYER.

CHURCH AND STATE IN PORTUGAL

A meeting of all the Portuguese Bishops, except the Bishops of Coimbra and Braganza. who were absent through illness, was held, says the Times Lisbon correspondent, on May 4th under the presidency of the Patriarch of Lisbon to discuss the Separation Law. The Bishops were unanimously of opinion that it was not desirable to issue a pastoral letter to the Roman Catholic part of the country, but that they should address themselves directly to the Provisional Government. It was resolved to send to the Minister of Justice a document signed by the Patriarch and all the Bishops declaring that the law for the separation of Church and State was not acceptable, it being an attack upon the dignity of the Church and the fundamental principles of the Roman Catholic

Hamburg, May 5th.

TONNAGE DUES. tonnages dues, mentioned in my last despatch, riums, of which one is in Hamburg, where 67 has met with such widespread condemnation that persons were exempted in the course of last the Chamber of Commerce decided to convene year. The oldest is that in Goths, which shows a meeting of the "Ehrbarar Kaufmann," a body a record of 549 for 1910. It seems that this comprising nearly the whole of the mercantile | method of disposing of the remains of the dead community of the city, for last Saturday for the meets with most favour in the Kingdom and giving expression to, the sense of the public amounts to 1,464in 1910, or to nearly one-fourth with regard to this ill-advised measure of the of the entire number in Germany. Government. The arguments advanced by the several speakers were those already mentioned the representative of the Hamburg-America Line stating as a proof of the sorious view his directors took of the matter, that, although higher rates would add materially to the revenue of the company, lessees of State | says :quays being bound by the terms of their agreements to charge no less than the Government: seeing the trade of the port endangered by unwise legislation. As it was Hamburg found some difficulty in holding its own in competing with other more favoured ports. A resolution was then moved by the representative of the Association of Exporters, and carried unanimously, to the effect

That the meeting of the Ehrbarer Kaufmaun most emphatically against an increase in the harbour and tonnare dues as calculated to seriously affect the vital interests of the trade of Humburg.

has issued invitations for a lecture to be held by the Chief Secretary of the Hamburg-America Line on the subject to night, when the matter will be discussed under its various aspects.

been the postponement of the debate on the new taxes in the Blirgerschaft until next week, when, a baby boy attested the genuineness of the the way. The streams would be crossed near it is confidently expected, the proposal to raise affair, so nothing further was thought of the the harbour and tonnagedues will, in consequence of the unanimous disapproval of the measure, be definitely withdrawn, whatever the fate of the other taxes may be.

THE LATE ADOLF WOERMANN.

One of our great shipowners and merchants. whose fersighted views, irresistible energy and untiring activity contributed in no small degree to the rapid development of the shipping trade of Hamburg, Herr Adolf Woermann, of the well-known line of African steamers that bears his name, died yesterday at the age of sixtyfour. Failing health had compelled him to ratire from business a year ago, but a prolonged stay in the south of France had so far restored his strength that, although a complete recovery was searcely to be looked for, so sudden an end was not anticipated. His father's firm, which he entered at an early age, possessed factories on the west coast of Africa, a visit to which having convinced him of the potentialiites of the country, he extended the scope of the undertaking by the erection of further factories particularly in the Cameroons, and endeavoured to establish regular communication by steam between Hamburg and the different ports. This he accomplished in 1880 when he was left sole partner in the business by the foundation of the African Steamship Co., now the Woormann Line, Ltd., and it is chiefly due to him that the Cameroons were acquired by Germany, for having gained the friendship and confidence of Prince Bismark be used his influence with the married the second Mrs. Woo, who is his latter to stimulate his interes in colonial enter- genuine wife. prise. Being elected to the Reichstag for the third division of this city in 1884 he was generally looked upon as a leading authority on all colonial and maritime questions. In 1893 he lost his seat to the Socialists, but his zeal for what he considered his life-work, the expansion of the and especially what international treaty law, colonial trade of the country, remained the same. He was instrumental in the establishment of the Gorman East African Line, which has since developed in a truly marvellous manner, and when the rebellion in South-west Africa broke out entered into an agreement with the Government for the transport of troops and stores to those parts. To accomplish this he had deeply the future welfare of individuals and to add to his fleet, and when peace was once more restored transferred a number of vessels for which he had no further use to the Hamburg-America Line, of which company he became a director. His contract with the Government was destined to cause him a vast amount of trouble and vexation, for his political adversaries and other enemies, of whom he had many owing to his masterful spirit and uncompromising recently to examine the proposals of various manuer, availed themselves of the opportunity competing foreign firms. The French. to accuse him of having taken an undue advantage of the need of the Government to enrich himself and his firm, and although and Thorneycrofts being retained. director Balliu of the Hamburg-America Line and Dr. Wiegand of the Norddeutsche a careful investigation the books, declared that not only were cost is estimated to be £30,000,000. payable in the profits by no means exorbitant but that they themselves would not have under, taken the whole of the work on the same terms he sting remained and served to embitter the last years of his life. Now that he is no more. the newspapers of all political shades do full justice to his character and his abilities, and frankly recognize the great services he has

CREMATION. It would seem that cremation is becoming more popular in this country, although only very slowly, owing to the opposition it meets excellent condition. with from the clergy, loth Protestant and Ron'sn Catholic, and many legal authorities. In Prossis it has so far not been permitted, and St. Peleraburg.

entire empire. His body will be cremated to-

morrow, and no doubt the attendance will be a

large and representative one.

it is only quite recently that a Bill authorising the erection of crematoriums has been submitted to the Prussian Chamber. According to the "Statistisches Taschenbuch für das Deutsche Reich" the first case of bromation is reported in 1878, it remaining the only one in that year; in 1891 the number had risen to 165, in 1903 to 107 in 1907 to 2,977 and The proposed increase in the harbour and 6,074 last year. Germany possesses 53 crematopurpose of ascertaining, and in a formal manner principalities of Saxony, for the total there

CHINESE MIXED MARRIAGES.

A CASE FOR INTERNATIONAL LAW.

The Chengtu correspondent of the N.-C

indeed raising international questions of law, Canton border. To this route there are many and the structure at once collapsed, the car can also but, as well as keep wickets, but W.J. especially as regards marriage relations, has grave objections. It adds some 70 or 80 miles to coming to rest by the house and the frame. Haynes, who has assisted Staffordshire (the they preferred foregoing this advantage to been the chief topic of late. Some time since the distance, and thus leads to an increase in the work of the vessel remaining suspended over county which S. F. Barnes has made famous). rumour was set going in Chinese circles, and cost of the railway by the price of building the the roof. In appearance the airship was a total comes with a reputation, and will gradually came to foreign notice, that there unnecessary mileage. On the through traffic it wreck, but the disaster seems to have been no doubt be closely watched. As an English wife. Such an unusual thing in this far western capital called for some | charges, caused by going round the bend of a lact. How serious the damage may be, and how usual nine days' wonder, had it not been for other information which gradually found its way mile to build than if the direct route had been the task of removing the airship from its awkup the long trade route of the Yangtsze.

story as now pieced together runs follows: During September of year on one of the outward-bound German quired, as all the tributary streams must be line steamers, the passengers had their attention drawn to the fact that down among the The Association of Hamburg Shipowners, third-class passengers was an English girl married to a Chinese. Inquiry brought out the will still contrive to carry the bulk of the rice, Everyone will sympathise with them in the misinformation that the husband was a student who had been in England for some four years | so largely. By following the direct route, all studying engineering, that during this time these drawbacks are done away with. There prize of the firm, and keen regret will be felt in Loudon he had stayed at the young are no engineering difficulties to speak of this that a further delay must now elepse before the The immediate result of the agitation has lady's home, and that in the early part of side of the Canton province. The country is a sarship is available for military service. 1907 they had been married at a registry rolling one, with low hills and long valleys, but. matter. From Shanghai they travelled to be required in the way of bridging. Nanking and were not again heard of for six

steamers to Hankow it was reported that an It would pass not far off from the Pinghsiang Englishwoman in semi-Chinese dress was Mines and cut into the heart of the finest travelling second-class Chinese. As this was against rules investigation had to be made and the lady was recognized by one of the officers as and other agricultural products are produced in his former fellow passenger on the outcoming trip from Eugland. On inquiry it was found that her husband Mr. Woo (or Hn) had left some months previously for a position here in Chongtu. She in the meantime had been living in Nanking. She was then in charge, though she could not speak Chinese nor they English, of an elderly Chinese woman, her mother-in-law, and another woman said to be her husband's first wife.

were strictly enforced and Mrs. Woo was requir- a number of large and important cities, which, ed to come up to the European cabin. From Ichang to Cheugtu the trio and the children travelled by native-boat, being seen by a missionary on route down river and by the officers at the Customs barrier, who debated about stopping her as a foreigner without passport, but

been summoned before the authorities to group who have got it now. The patience of declare the status of his wives. That both are his wives is admitted, and moreover that the should it so happen that foreigners are again English girl in London. As justification he pensation for the two and twenty years that claims that he, according to Chinese custom, married the first wife for the sake of his uncle. who was childless, and then later in London

Needless to say, British law recognizes no such alliances, and the lady has been duty registered with her children at the Consulate-General here, for in such cases according to British law the children are also British subjects. The matter is, however, by no means settled. It remains to be seen what Chinese. will say. The matter no doubt will have to be settled at Peking or higher quarters.

There is not the slightest suggestion but that the alliance was entered into in all good faith on the part of both parties concerned. But it is well that such matters should become known as, with the ever-increasing numbers of students going to Europe and America, the rights of these questions which concern so their families should be clearly defined.

£30,000,000 CONTRACT.

According to the Lisbon correspondent of the Daily News, Portugal's new Navy is to be built by British firms. The Commission of Naval Officers appointed by the Provisional Government to study the reorganisation of the Navy and the defences of the country met Italian, German, and United States tenders were all rejected, only those of the British firms of Armstrong, Vickers, Sons & Maxim,

The idea of the Minister of Marine is to distribute the contracts for cruisers, destroyers, new guns for coast defence, and the building the new arsenal amongst these firms. The whole fifty years, at the rate of £600,000 annually

plus a small interest. The coast defence and the building of the arsenal will be proceeded with at once, but the warships will be delivered at intervals. There is not yet enough personnel to man all the new ships. The contract has first to be ratified by National Assembly, which will give the British firms full guarantee of payment.

We are informed by Messrs, Vickers, Sons Maxim that so far they have received no rendered not only to his native town but to the official news regarding the contract.

WOMAN'S GREAT RIDE.

Madame Kudhsheff, the widow of a Cossack colonel, who is riding on horseback from Harbin to St. Petersburg, arrived at Nijni Novgorod on May 2nd safe and well. Her mount is in

From Harbin (Manchuria) to Nijni Novgorod. as the crow flies, is about 3,600 miles, and it is some 500 miles more from Niji Novgorod to THE BAILWAY ROUTE TO CANTON.

Since there is a prospect of foreigners becoming ouce more interested in this railway, we wonder if the question of route will be open to review. There are always at least two routes between places—the direct and the roundabout -and the one which has been adopted for this ship, purchased through the Morning Post E. I. M. Barrett, W. H. Moule, A. E. Lanning, taken with the Hankow-Canton line.

followed. Its nearness to the rivers and lake as in certain sections, to lift the line above high Lastly, for traffic the "ailway will have to compete with the steemers and native boats, which members of the staff of MM. Lebaudy Fréres. tes, oil and other produce which Hunan exports fortune that has again befallen a vessel which A-little girl of three years and a comparatively level roadbed can be found all their sources, and thus nothing serious would

But, best of all, the district is immensely wealthy in produce of all sorts. This line Early this spring on one of the up-river | would go right through the great country. authracite fields of South Hunan. In addition to minerals, grain, tobecco, China grass, tea large quantities, with a considerable amount of manufactured goods as well. The finest porcelain factory in China is now located on that line, and there is a great output of paper. the transport of these items, the railway would have a monopoly, h sauce at present the coolie with his carrying pole is the main competitor, and the best average he can do it to transport a cwt. of goods is 20 miles a day at a cost of 30 cents. The only advantage the longer On the s'camer from Hankow to Ichang rules | route possesses is that it would accommodate however, largely owe their importants to their water communications. A railway would have the same effect on the inland cities which the river has had on them, and these, too, would soon

The Imperial Edict, authorising the conallowed her to proceed as she seemed to be a struction of this Grand Trunk line was issued as long ago as 1839. Many things have happened Here in Chengto the matter has taken a legal since then and many parties, have had in hand turn. Mr. Woo (or Hu), who is reported to | the task of building it. But the most hopeless be a superintendent in the old arsenal, has of them is the native gentry and merchant the Government with them has given out, and Chinese woman is his first wife whom he had | called in, and the best railway ultimately providmarried some years before he married the ed by the best route, there would be some comhave been wasted .- Central China Post.

SHANGHAI ELECTRIC . CONSTRUC-TION COMPANY (LIMITED).

The fifth annual general meeting of this Company was held on May 4th at Basildon House, Moorgate-street, London, Sir Alfred Dent, K.C.M.G. (chairman of the Company), presiding. The Secretary (Mr. L. W. Hawkins) having read the notice convening the meeting,

The Chairman, in moving the adoption of the report, said that in comparing the accounts for the 12 months ended December 31 last with those presented on May 26 last shareholders would remember that they now to compare 12 months with the months' accounts of 1909. The present showed a profit of £7,583, which after deducting the loss on the previous account of £949, left them with 2 balance of £6,634, which the board proposed should be carried forward in preference to applying it at present for depreciation or other purposes. It was a satisfaction to find that they were at last making profit, and he could only regret that it was insufficient to enable them to suggest any dividend to the shareholders at present. There was, however, every indication of a considerable improvement in net receipts during the present year, notwithstanding the plague scare and monetary orisis.

The changes in sections and fares referred to in the last report were introduced on May 29th last, and as a result the following seven months showed average monthly increases of 33 per cent. in passengers and 12 per cent. in effective receipts over the monthly figures for the preceding five months. The council had lately sanctioned further changes in sections and forces designed to make full use of the additional olling stock which was being provided. previous occasions he had explained that their chief trouble was the depreciation in the Chinese copper currency. The matter of currency had lately been seriously taken up by China, and the result was an important Decree from Peking fixing the unit of currency and ordering that all Mints, except the central Mint of Tientsin, should coase coining. It was hoped that the loan of £10,000,000 now announced would provide the necessary funds. The necessity of tramways to assist in solving the traffic problem in Shanghai had been proved on many occasions. There had been expressions of regret by some of their friends in Shanghai that the tramway company was not a local concern. With reference to this matter, he thought it well to point out that it was practically certain that the whole of the original capital of the company would never have been subscribed in Shanghai, and it was equally probable that only a small portion any further capital that might hereafter found necessary for extansion could be raised China either in the form of debentures shares. At present only a small proportion of their registered capital was held in Shaoghai. Mr. J. S. Haskell seconded the motion, which,

after discussion, was adopted.

ACCIDENT TO THE NATIONAL AIRSHIP.

We (Morning Post, of May 5th)

regret to anuounce that the Lobaudy air- in the following eight players, to wit: Captain road is decidedly the latter. It is said that National Airship Fund for presentation to the H. B. Ollerdessen, G. M. Billings, V. H. Lanwhen the railway was planned between St. pation has again met with an accident. It will ning, D. R. McEuen and R. N. Anderson, Petersburg and Moscow, the engineers had to be remembered that last October, after a most all of whom can safely be considered as "cersubmit the drawings to the Czar. He found successful voyage from France, the vessel col- tainties," but where the chief difficulty lies is that they had made it to wind about in all lapsed on entering its shed at Aldershot, owing "who are to be awarded the next three places." directions in order to accommodate places on to the envelope being torn by the girders This problem will have to tax the minds route, so he took a ruler and drawing a straight in the roof. Yesterday it was in coming to of the "powers that be," and it will be line between the two cities, gave instructions to land that the airship met with the mishap. It very hard nut to crack. So many players have the railway built as he had drawn it. It had been taken out in the evening for a short have claims for consideration that a sorting would be a great gain if similar action could be trial and it was not until the descent was about process must of necessity be adopted, but as the to be completed that difficulties made themselves | time is so limited -there lies the rub. We are By looking at the map it will be seen that felt. This Lebandy is the largest airship of its particularly strong in batting this year, and Canton lies almost due south of us, and that kind in the world and the task of controlling the same remark can be applied to the bowling the crow-fly line lies along the boundary be- such vessels is always very delicate, especially department. For consistency of length and tween the provinces of Hunan and Kiangsi. when a strong wind is blowing. From the sustained effort W. H. Jackson has strong It is doubtful, however, if any engineer ever description given it would appear that the space | claims. He is at present trundling at the top went over this direct route, or if any enquiry available for the descent was very confined. As of his form, and is a fair bat, and a useful was made about it before the one adopted was soon as the engines were stopped the great bulk field-in fact a asoful man. The Recs. surveyed. The route chosen by the American of the vessel was exposed to the force of the will probably have to supply the fast Engineers was the old water route, and they wind, and the men on the ground were unable to did their surveying as they went along in boats. check its way with the guide-ropes. The airship | Wilson, whilst in the wicket-keeping line, there It leads up the right bank of the Yangtse to drifted on out of control, and being close to the are three candidates in A. F. Wheen, E. A. Daily News, in a dispatch dated the 25th ultimo, Yochow, and then south by the Eastern shore ground, fouled some telegraph, wires and came | Singer and W. J. Hayons. Wheen is an old of the Tunting Lake, and continues along by into collision with the roof of a house and the Interport player, and will have premier claims, An event of more than local importance, and the Siang and Li rivers till it reaches the surrounding trees. The envelope was forn as he is a most useful betsman as well. Singer the city a returned student who will also mean a great less of time, and a large practically confined to the envelope. The frame- previously mentioned, we are abnoraddition to the through freight and passenger | work and the engines of the vessel remain in- | mally strong in batting this season, and if it is comment, but would have soon passed into the bow instead of following the line of the bow- long the work of repair will take, can, of course, string. Then it will cost a great deal more per | only be measured after careful investigation, but ward position was commenced last night with | Crockwell S. B. M. Bremner, E. C. Wingrove From apparently most relable quarters the | will involve much construction of embaukments, the help of searchlights. It is at any rate satisfactory to learn that the crew escaped without last water level. Many large bridges will be re- serious injury. The airship was in charge of the skilled and experienced pilot Mr. Capazza, who | the right place, but otherwise we defer giving crossed at their mouths where they are widest. brought it across the Channel, and it had on board the designer, M. Julliet, and other was the finest product of the genius and enter-

The following is an account of the accident as given by one of those on the airship:

"We went out at 6.45. It was then a ground calm, with aeroplanes flying. A hundred Engineers took us out beautifully. There were on board M. Julliot, M. Capazza, the assistant pilot Berget (?), the head mechanician Berraut, his assistant, and then as volunteers Sir Alexander Baunerman and Mr. Buist, members of the committee. We then turned the ship against the wind, so as not to drift. After that was done we tested the engines once more and also the valves. There were 100 men beneath the machine at the front, back, and the centre. The men at the centre took the ropes away so that we should not foul the screw. M. Capazza gave the order to go up at 7.20 Sir A. Bannerman told him not to be out later than 7.45 owing to the daylight failing. We rose into the air, the head of the ship being a little down. In five minutes we started the engine and began driving ahead the wind. The object was to make wide circles. When we got a little side on to the wind we drifted on in a north-westerly direction. The machine started on her way upright. We made a wide circle, going right over the buildings in the region of Laffan's Plain. and after the we found her lifting her nose when her head was on to the wind, M. Capazza elevated a plane over to the full extent and brought the nose of the machine down to a sharp angle. After the first circle we decided to come down, but, as events proved, we had to make two complete circles before we could get her down. because every time we got the head to the wind the machine tended to lift.

"By the time we had accomplished that we came more or less side on to the wind, and we missed our landing place. After being up half an hour we were very low as we passed over the aeroplane factory. The trail rope caught the roof. The machine drifted, the engine being short of the men assembled below. We were then full side on to the wind : and as the wind was 18 to 20 miles an hour the men could not catch us up. We were very low, being blown into slightly rising ground.

"Some of the onlookers tried to catch the ropes, but they were snatched out of their hands. The result was that we were thrown on to the main road between Faraborough Station and Aldershot: We were very low, and had little chance of rising. M. Capazza handled the machine admirably, and directed us to come forward to get our balance better. In order to start the engines we forled the telegraph wires on the main road, being now 16 yards off the of the world. The question of which will get 18 ground. Straight shead as we were drifting the greater share of it is one solely of dollars was the house of Lady Mildred Follett. airship, 112 yards long, went clean over the house. There were pine trees in the garden. President discretionary powers to fix the canal We could not lift clear, and the pine trees | rates at some flaure between 50 cents and \$1.50 and the house ripped the onvelope, and we | per ton. The Suez Canal now charges \$1.70 per felt the car portion of the airship making not registered ton. It will be good business contact with the ground scarcely four yards policy to leave the adjustment of rates in in front of the house windows. In a the discretion of the President within well matter of 10 seconds the airship lay like a col- settled limits. Whatever the rate, it will be lapsed tent over the house. The fortunate thing met at Suez, but the Panama Canal will have was that the first metal-girder lay athwart the great advantages in the way of facilities. For roof of the house, and we in the car were thus one thing, it will be 45 feet deep, compared with saved from it crashing on to our heads. The 31 feet for the Suez waterway. It is further envelope was nothing more or less than a vast proposed to supplement the Panama enterprise torn cloth, and all the gas escaped. So thorough by a couling station, the most modern loading was the manner in which it was ripped that we machinery, and a drydock of the largest size. were saved from asphyriation. The actual. These facilities are quite important, because contact with the ground seemed to all of us to be | Panama is destined to become a great comas gentle as though we had been landed in a free | mercial centre and clearing house where freight balloon, or even more so. One or two of us after | will be segregated, classified and distributed some time became conscious of bruises. The only man who was really the worse for the experience was Barrant, the man in charge of the motor. He was immediately behind me, and I thought he was all right because he had lear out of the car in front of any of us and ran, little distractedly. He was found to be slightly hurt in the knee, and suffering from shock and he was taken to the Connaught Hospital."

military photographer to take a complete series of photographs of her from every point of view at dawn to-day, immediately after which she will be removed to the balloon-shed."

COMING OF THE AERO TAXI.

It is very evident that aerial tours from town to town will soon become an everyday occur rence, says the Acro. Within the last few weeks constructors, especially those on the Continent, have undeniably created records with passenger-carrying machines which angue the forthcoming of the real and practical touring acroplane at a very early date. That the aerial taxi is created is certain—in fact, several heads of important firms in France have announced their intention of starting a service of seroplanes

INTERPORT CRICKET.

The Shanghai Moreury in discussing the prospects of Shanghai in the forthcoming interport match says :-They have the nucleus to a very good eleven

bowler in either T. Main, or T. W. R.

found necessary to add to the batting strength of the team, a long list of players can be mentioned, prominent amongst them being W Milner, T. Wallace, F. P. West, L. H. W. L. G. Westcott, J. K. Brand and F. M. Neild If it is essential to have a left-handed batsman. then L. G. Westcott will be the right man in an opinion in the fear of being considered

As regards the captaincy of the Shangbai eleven in the absence of Mr. L. Walker (the ex-Surreyite), this position will naturally, and most appropriately, be alloted to Captain Harrett. As an "all-rounder, he cannot be appreached locally, for apart from being our finest batsman, he can, if necessary, fill the role of a fast bowler, whilst he has often taken wickets with his slows, having the aptitude of being able to break both ways. A brilliant fieldsman- GOLD especially at cover-point-he has also on occasions kept wickets with the best of them, and his experience when in the Hampshire County eleven will hold him in good stead in the forthcoming cricket carnival,

It behaves our cricketers to put in as much practice as is possible during the week, for, it is stated, the visitors have an exceptionally strong team. The time is short, and the more practice they obtain, the more fitted will they se to defend the reputation of local cricket.

PANAMA V. SUEZ.

Already the United States Government as such is engaged in competition for transportation with the overland railroads by reason of its ownership of the road across the isthmus of Panama. In the course of the next five years it will be engaged in similar competition with the British Government, which owns the Suez Causl. The Panama waterway will necessarily come in competition with the canal connecting the Meditorraneau with the Rod Sea. This fact has already been taken into consid-

eration, and it is announced that rates for passoge of the Panama Canal will be fixed at about half those charged by the British Government. The Suez Canal is nominally owned by a private corporation, but the British Govern ment holds a majority of the stock. Having a monopoly, the enterprise has proved enormously profitable, and the Sucz company will be able to meet the cut and still pay dividends. W. W.

Jermane explains the situation thus: "The idea of competition between canals on opposite sides of the Atlantic Ocean may seem rather far fetched, but the canal authorities of the United States Government explain it in a rational way. They say the North Atlantic intentionally shut off about five hundred yards is the harbour of the world's wholesale and manufacturing trade. The principal business of the world centres around the shores of that sea. The principal trade of the worldruns into and out of the North Atlantic. That is where all the rest of the world comes for its goods, and it is the clearing house through which it

does its busine-s and finances its operations. "Heretofore there has been but one chief gateway out of this centre of trade, that to the eastward through the Snez Canal. But now there is to be a gateway to the westward, as well, through the Panama Caual, Honce the competition between the two gates must follow on all trade between North Atlantic ports and the other side

The | and cents." It is proposed to ask Congress to give the according to its final destination.

EMIGRATION FROM IBELAND.

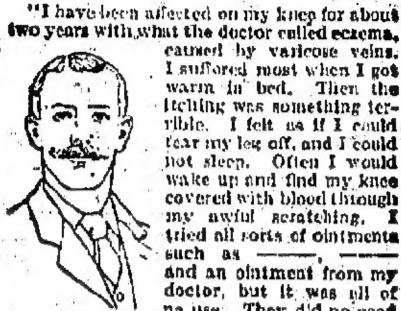
The emigration statistics of Ireland in 1910

have been published as a White Paper. The Registrar-General states that during the year BECAUSE 1910, the total number of emigrants from Ireland was 32,923, showing an increase of 3,695 Major Sir A. Bannerman has instructed the over the number in 1909. Of those who emigrated 18.113 were males, and 14.810 were females. Of the males, 17,737, and of the females, 14.720 were natives of Ireland, the total number of such emigrants amounting to 32,457, equivalent to a rate of 74 per 1, 00 of the population of Ireland estimated to the middle of 1910, and showing an increase of 3,781 as compared with 1909. The number of emigrants in the year 1910 is below the average for any of the decennial periods for whi h records are available. Of the 32,357 natives of Ireland who left the country last year, 4,248 were from Leinster, or 3-7 per 1.000 of the population of the province in 1901 8,330, or 7.7 per 1,000, from Munster; 12,271, or 78 per 1,000, from Ulster; 7,598, or 11.7 per 1000, from Connaught; the total number being equal to 7.3 per 1,000 of the population of Ireland according to the Census of 1901. The number of emigrants who embarked as steerage passengers to the United States was 22,639, and of these 7,263 had their passages paid for in A merica.

INTIMATIONS

Felt as if He Could Tear Leg Off. Could Not Sleep. Would Wake Up and Find Knee Covered with Blood from Awful Scratching. All Sorts of Ointments Failed.

Cuticura Ointment Cured Completely.



caused by varicose veins. I suffored most when I got warm in bed. Then the ttching was something terrible. I felt as if I could tear my less off, and I could not sleep. Often I would wake up and find my knee covered with blood through my awful scratching, 1 tried all sorts of ointments such as ---and an olutment from my

doctor, but it was all of no use. They d'd no good and I used to be ashamed of myself when I would take my things off to play football My mates used to look at me itching and scratching and you can think how I felt. "Finally I tried a little Cuticura Ointment which made such an improvement that I got a box of it which cured my trouble completely. I am a member of the --- Club, and I recommend the Cuticura Remedies to all the clubs I play against for all skin troubles." (Signed) L. Murray, 24, Buxton St., Pendicton, nr. Manchester, Lancs., Eng., May 21, 1910 Cutlours Scap and Ointment afford the most Cape Town, etc.: U. S. A., Potter Drug & Chem.

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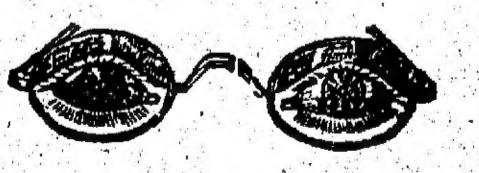
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ADVERTISEMENTS

GEO. FENWICK & CO., LTD. NOTICE.

THE MEETING of SHAREHOLDERS of the above Company Advertised to be held at noon To-day has been POSTPONED until further notice.

JOHN I. ANDREW, General Manager.

Hongkong, 30th May. 1911: HONGKONG GYMKHAMA CLUB.

THE SECOND GYMKHANA MEET. 27th May, 1911, will be held on SATURDAY, the 3rd June, 1911, commencing at 3.30 P.M. REGINALD F. C. MASTER, Hon. Secretary and Treasurer. Hongkong, 30th May, 1911.

SITUATION WANTED.

UROPEAN Wants Situation in a Good Business Firm. London and Indian experience; Good Salesman; would give Security.

Care of "Daily Press" Office. Hongkong, 30th May, 1911.



THE OFFICES of the SANITARY DEPARTMENT will be REMOVED from Beaconsfield, Batt ry Path, to the 2nd Floor of the NEW GENERAL POST OFFICE, at the Corner of Des Voux Road, Central, and Pedder Street, on WEDNESDAY, the 31st inst. All communications to the Department should be sent to the new address, on and after the 31st inst.

W. BOWEN ROWLANDS, Secretary. Hongkong, 30th May, 1911.



ESTATE OF WILLIAM FRANCIS CANNING, DECEASED.

ETAILED statements of all Claims against the Estate of the late W. F. CANNING, formerly Constable to H.M. Consulate at Klungchow, who died at Holhow on August 19th, 1910, should be forwarded to the Undersigned before the 15th day of June, 1911. A. G. MAJOR,

Acting British Consul, and Official Administrator of the Estate of the late W. F. CANNING. British Consulate, Klungchow, 26th May, 1911.

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"KUMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. on the 31st inst. will be landed at Consignees' risk and expense.

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ING DRESSES AND CAPS. White Lace Striped Muslins, Printed Dress White Swiss Embroidered Muslins, Robe Muslins, White Embroidered Striped Dress Muslins, White Fancy Shirting, Mercerised Stripe Fancy Voiles, "The Elite" Strips Dress Fabrics, &c., &c.

LATEST STYLES LADIES' STOCKINGS :-Plain Finest Maco Lisle Black, Tav, High Spliced and Double Soled. Plain Finest Side Silk Clox Lisle Black, Tan.

Plain Silk Black Stockings.

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INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Horer, Hongkong, on FRI-DAY, the 2nd day of June, 1911, at 11.30 A.M., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 30th May, to SATURDAY, 3rd June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 26th May, 1911.

BANK HOLIDAYS.

IN Accordance with Ordinauce No. 2 of 1875 and Government Notification No. 9 of 13th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on SATURDAY, 3rd, and MONDAY, 5th June. Hongkong, 27th May, 1911.

NOTICE TO RESIDENTS.

I "ING, postponed from SATURDAY, the THOSE who may have in a day or two to find another dealer in PROVISIONS, GROCERIES, WINES and SPIRITS cannot

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66 TY ENLIS," 76A, PEAR; SEVEN ROOMS: Large Verandahs: American heating apparatus installed, making the House dry and comfortable throughout the year: Vegetable and Flower Gardens, Croquot Lawn. 15 minutes' walk from Tram, 7 minutes by 'Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter,

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Y. SHIBUYA, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 12th May, 1911.

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-12 months 4% per annum.

- C. WOLDEINGH, Manager, No. 16. Des Voux Road Central. Hongkong, 4th August, 1909.

FITHE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL. CHARTER).

Capital Subscribed (paid up) ... Yen 6,250,000

HEAD OFFICE: TAIPER, FORMOSA. BEANGHES AND AGENCIES: Tainan Swatow Tamsui Kobo . Tokyo Nagasaki Canton Yokohama Osaka Foochow

Shenghai

Keelung

HONGKONG OFFICE: 3. DES VOUE ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000 RESERVE FUND Gold \$3,250,000 Gold \$6,500,000 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS BANK OF ENGLAND. NATIONAL PHOVINGIAL BANK OF ENGLAND, LD. THE CAPITAL & COUNTIES BANK, LIMITED.

AGENTS BRANCHES ALL OVER THE WORLD. The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent, per annum on daily balances and accepts Fixed Deposits at the following rates:

For 3 GEORGE HOGG, Manager. No. 9, Queen's Road, Central, Hongkorg, 21st February, 1911.

For 12 months 4 per cent. per annum.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL RESERVE FUNLS:-STERLING £1,500,000 at 2/---\$15,000,000

RESERVE LIABILITY OF PROP'TORS \$15,000,000

SILVER

\$16,250,000

COURT OF DIRECTORS. Hon, Mr. HENRY KESWICK,-Chairman, G. H. MEDHURST, Esq.—Deputy Chairman. F. H. Armstrong, Esq. | C. R. Lenzmann, Esq. G. Balloch, Esq. E. Shellim, Esq. Andrew Forbes, Esq. H. A. Siebs, Esq. G. Friesland, Esq. C. S. Gubbay, Esq.

> CHIEF MANAGER: Hougkong-N. J. STARE.

MANAGER Shanghai-H. E. R. HUNTER.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent, per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 22 per cent. per Annum. For 6 months, 32 per cent, per Annum, For 12 months, 4 per cent. per Annum.

Chief Manager Pongkong, 2nd May, 1911

N. J. STABB,

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA, INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000 RESERVE FUND £1,625,000 RESERVE LIABILITIES OF PROPERS. TORS.....£1,200,000

INTEREST allowed on Current Account . et the rate of 2 percents per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. for 3 ,,

WM. DICKSON,

Manager.

EUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP ... Sh. Teels 7,500,000

Hongkong, 2nd May, 1911.

HEAD OFFICE—SHANGHAL. BOARD OF DIRECTORS, BERLIN. Bilanches: Hamburg, Calcutta, Hankow,

Tientsin, Peking, Tsinanfu, Tsingteu, Kobe, Yokohama, Singapore. Founded by the following Banks and Bankors:-Kommigliche Sethandlung (Preussingen

STAATSBANK) Berlin. DIRECTION DER DISCONTO-GESELLECHAFT DEUTSCHE BANK S. BLEICHEOEDER Burliner Handels. Berlin. GESELLSCHAFT BANK FURR HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co.

MENDELSSOHN & Co.

M. A. VON ROTHSCHILD &

Frankfurt a M. BOEHNE JACOB S. H. STEBN NORDDEUTSCHE BANK IN HAMBURG, Hamburg SAL. OPPENHEIM, JR., & Co., Koeln. BAYDRISCHE HYPOTHEKEN UND WECHEEL-BANK, MUENCHEN.

Messra. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

Danking and exchange business transacted. R. TIMMERSCHEIDT,

INDIA, LIMITED. AUTHORISED CAPITAL ... £1,500,000 SUBSCRIBED PAID-UP

INTEREST allowed on Current Accounts at the rate of 2 per cent, per annum on the Daily balance. ON FIXED DEPOSITS: For 12 months ... 4 per cent

6 3½ per cent. For For 3 F. C. MACDONALD. Acting Manager. Hongkong, 29th April, 1911.

A MAHONO T SPECIE BANR LIMITED. CAPITAL PAID-UP Yen 24,000,000

THE

HEAD OFFICE-YOROHAMA.

Branches and Agencies. London San Francisco Lyons Shanghai Tientsin Hankow-Peking Dalny Port Arthur

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per orns per annum on the daily balance. On fixed deposits for 12 months 4% per annura

Manager.

LONDON BANKERS: INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Hongkong, 16th January, 1911. MERCANTILE BANK

RESERVE FUND BANKERS: LONDON JOINT STOCK BANK, LIMITED.

RESERVE FUND 16.850.00C Date 13th March, 1911.

TAKEO TAKAMICHI.

Hongkong, 13th March, 1911.

Tukyo Nagasaki New York Bombay Newchwang Antung Tieling Chiang Chun Mukden

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE IMITATIONS.

BOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS.

水汽力温

THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 90 cents a dezen Syphone. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Waters at home with the

"PRANA,"

SPARKLET SYPHON,



which lasts a lifetime and can be purchased from any Chemist or Stores

PRICE :- \$2 Each BULBS at 90 cents per box, WHOLESALE PRICE :---

Syrnons per doz \$16.00 f.o.b. Bulns per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD., WHOLESALE AGENTS,

246 & 248, Des Vœux! Road, Central, HONGKONG.

司公限有行生廣港香

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

DELHI. FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon; where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods

are landed. This vessel brings on Cargo:-From London, &c., ex s.s. "Nyanza" and "Mocedonia."

From Mombassa ex a.s. "Purnea."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs. Goddard and Douglas, at 9 A.M. on MONDAYS and

THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns. E. A. HEWETT,

Superintendent. Hongkong, 25th May, 1911. "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SURUGA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd June will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th June, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Lito.,

Agents. Hongkong, 26th May, 1911.

A ROYAL PHYSICIAN'S VIEWS ON A COMMON COMPLAINT

"I feel all floppy." We all know what it means. Although there is no actual disease, there is a mental listlessness and a physical lassitude which is exceedingly enervating.

A pick-me-up is the sufferer's ugent need. Those who are wise pin their faith to Sanatogen. that great revitalising, reconstituent tonic food whose manifold merits have been acclaimed by considerably more than fourteen thousand doctors, including ten physicians to crowned heads of Foreign Office of Great Britain received an

By acting on the nervous and physical sides the system as a key winds up a watch, and imparts a sense of keen fitness for physical exertion and a vigorous mental alertness so that one feels able to do anything.

Hundreds of doctors have testified to Sanatogen's nower of giving tone." Dr. G. Quirico, Physician to H.M. the King of Italy, says:-"I have used Sanatogen with marked benefit in the case of weakly children, and in convalescence after long illnesses. consider the preparation a most excellent tonic-

long illness, this feeling of "floppiness" is particularly prevalent, and, as the King of Italy's physician points out. Sanatogen is markedly useful at this time. Sanatogen may be obtained of all Chemists.

It is noteworthy that in convolescence, after

Apollinaris

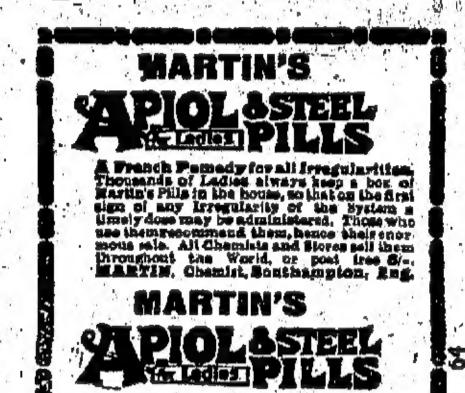
"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS

OF APPOINTMENT TO

HIS MAJESTY KING GEORGE V.

Annual Sale Exceeds 30,000,000 BOTTLES.



AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S

VAT

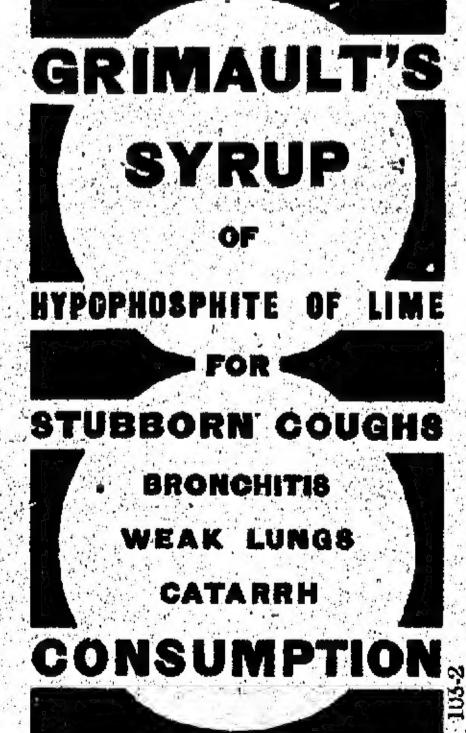
This vat was started by the late Robert Thorn of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., LTD.



WITH DOG AND GUN IN THE NEW TERRITORY."

DEING the Series of Articles recently contributed to the "Hongkong Daily Press" by "Sportsman," reproduced in book

PRICE ONE DOLLAR. Hongkong, 29th October, 1910.

BARNACLES AT THE FOREIGN OFFICE.

SEQUEL TO ATTACK ON A BRITISH STEAMER.

This is a story of one of the most businesslike departments of the Greatest Power on Earth. It tells you how, less than two years ago, the appeal from a firm of British shipowners to extract £800 compensation from the Russian of the body and, at the same time, improving Government for damage done to a steamer the condition of the blood, Sonatogen tones up | which was fired on by Russian gunboats in the Gulf of Finland.

It shows with what relentless haste the Foreign Office—in the course of a single year examined and approved the shipowners claim after consultations with the Board of Trade and the Admiralty, and, indeed, took the formidable step of forwarding it to the Russian Govern-

It places on record, for the amazement of other Government departments, and the instruction of vulgar commercial firms, the vigorous line of action taken by the Foreign Office during the second year of this astonishing affair of business, by which it has ascertained that the Russian Government pooh-pooks the idea of paying a penny.

Finally it shows how, in spite of the exhaustion of two years' effort, the Foreign Office is still considering, with all the concentration of its businesslike mind the possibility of taking another step.

This thrilling drama of business—as played by a Government department-is unfolded in a record of the correspondence between the Foreigh Office, the owners of the ship, and others.

The following are the actors in the drama:— Sir Edward Grey, Secretary of State for Forelgn Affairs.

Mr. Louis Maliet, Assistant Under-Secretary of State.

Messrs. Whitfield & Co., Newcastle-on-Tyne, managers of the Tyne and Blyth Steamship Company, owning the Woodburn.

Mr. Stanley Todd, secretary of the North of England Protecting and Indomnity Association, acting on behalf of Messrs. Whitfield.

DIARY OF DELAY.

The following is a diary of the "acts" in the

June 16, 1909.—Russian torpedo-boat fires or Newcastle steamer Woodburn in Gulf of Finland during Czar's visit in the imperial yacht Standart, damaging steamer and injuring fireman.

June 17, 1909.—Captain of Woodburn wires news to Newcastle.

June 18, 1909.—Foreign Office notified by Mr. J. Stanley Todd, of the North of England Protecting and Indemnity Association. June 19, 1909 .- Foreign Office acknowledges communication and requests sworn statements from captain and crew on arrival of vessel. June 23, 1909 .- Foreign Office communicates

to Mr. Todd report of British. Vice-Consul at July 12, 1909.—Foreign Office asks for sworn statement with as little delay as possible letter signed "your most obedient and humble servant, Louis Mallet." Statements supplied

forthwith. July 29, 1909.—Foreign Office informs Mr. Todd that it is "at present in consultation with the Board of Trade and Admiralty regarding this case."

August 13, 1909.—Foreign Office sends Mr. Todd copy of the official report of the Russian Government on the incident received through his Majesty's Charge d'Affaires at St.

The Charge d'Affaires reports: "I hasten to of commanders of Russian torpedo-boats on the June incident.

August 17, 1908.-Foreign Office writes that Sir Edward Grey has "no knowledge" of the appointment of a Russian Court of Inquiry, and is "not yet in a position" to advise the owners on the formulation of a September 7, 1909. Foreign Office writes that But he, being only a boy, was too young to

Sir Edward Grey has, "after a careful examination of the case in conjunction with the Admiralty and Board of Trade," reached the conclusion "that the owners of the vessel has a prima facie case against the Russian Government for compensation," and gives advice on drawing up of claim.

September 10, 1909. - Owners send in tabulated claim for £812 8s. 7d. September 22, 1909.—Explanations given to

Foreign Office of certain items. October 27, 1909 .- Mr Todd asks Foreign scribed as tall, bandsome, and well developed. Office for "the position up to date," as "owners are getting somewhat anxious over a settlement of their claim."

November 29, 1909.—Owners give further details of charges, in reply to Foreign Office request. December 13, 1909.—Foreign Office announces

that it has sent the documents, supplied by the owners, to the Board of Trade for consider ation.

ALTERATION WITHOUT CHANGE.

December 21, 1909 - Foreign Office sends Mr. Todd a memorandum from Board of Trade "Shooting is almost the only amusement of suggesting certain modifications of claim, men and women in Albania," M. Mijatovich and including :-

Reduction of claim for tempreary repairs to vessel from £375 to £350. Addition of £25 to claim for demurrage. (Net result, total amount of claim unaffected).

7s. 6d. to be knocked off charge for doctor. December 23, 1909,—Owners agree to £350 for temporary repairs, "to settle the matter," and it is part of the national life; the people use speedy settlement."

January 18, 1910.—Foreign Office states that it has instructed Ambassador to present claim to Russian Government. February 22, 1910 .- Foreign Office, in reply

to request for information, states that claim has been made, but that "the Bussian Government are unlikely to reach a decision on the subject for some time to come."

instruct Ambassador "to use his discretion as to whether he should take any steps to press strength together." the Russian Government for an answer.

Charge d'Affaires in St. Petersburg, "with instructions to inquire of the Russian Government as to the progress of the case." July 18, 1910 .- Foreign Office reports that Charge d'Affaires has inquired of the Russian

Government as to the progress of the case. July 20, 1910 .- Mr. Todd gently suggests that the Charge d'Affaires might keep the subject "actively before the Russian Government."

September 19, 1910.—Foreign Office informs Mr. Todd that the Charge d'Affaires in St. Petersburg has been asked "as to the present

situation of the Woodburn case." October 29, 1920. - Owners protest: "We have surely waited long enough."

November 8, 1910.—Foreign Office to Mr Todd: "I am directed by Secretary Sir E. Grey to acknowledge the receipt of your letter of 29th ult. and enclosure on the subject of the Woodburn case. I am to inform you, in reply, that this matter is receiving the careful attention of H.M. Government."

November 10, 1910,-Owners write: "We trust it will not be long now before a settlement is arrived at."

January 15. 1911 .- Foreign Office to Mr. Todd "I am to inform you in reply that the question is still under consideration."

January 17, 1911.—Mr. Todd writes: "It is apparently perfectly hopeless to expect satisfactory movement from Government departments, but unfortunately you are in the position that you have to go at the pace they agree to set." He asks Foreign Office to use their best efforts to urge a prompt settlement. February 21, 1911.—"Another month has claps-

ed since we heard from the Foreign Office," write the owners, "and we are now no further forward than we were eighteen months ago. We cannot go on any longer in the matter. Something must be done." February 25, 1911.—" We are disgusted," write the owners, "that nothing further has been

done. In response to repeated applications for payment we have received must unbusinesslike replies. Unless we are paid the amount of our claim forthwith it is our intention to publish the facts in the House of Commons.

March 1, 1911.-Foreign Office acknowledges receipt of letter. March 5, 1911. - Foreign Office states that the "Russian Minister of Marine ordered on inquiry into the matter, as the result of which it was ascertained that the action taken by the Russian naval officer concerned was in entire conformity with existing regulations." The Russian Government take the view that the owners of the Woodburn should take proceed. ings against the Finnish pilot who directed the captain to steer the course which brought the Woodburn under fire. Foreign Office adds: "The question of whether any, and if so what, further steps can be taken in the

mutter is under consideration." March 6, 1911, -Mr. Todd replies: "It is in a way understandable that the Russian navai authorities may, from the immunity they have enjoyed in recent years, arrive at the conclusion that they can, with a continuation of the immunity, damage or destroy innocent merchant vessels belonging to other Powers at their will-and we sincerely trust that, small though this case may be from the point of view of the money involved, H.M. Government will see to it that the owners of this vessel are indemnified for the loss they have suffered."

April 9, 1911.—Foreign Office acknowledges

April 15, 1911 .- Foreign Office writes : "The matter is being carefully considered, and as soon as Sir E. Grey has any information to communicate to the owners a further letter will be addressed to you."

This brings the story up to date. As the Foreign Office has done this much in two years, an admiring public may justly wonder what will be the position of the Woodburn case in 1921.—Daily Express.

THE NEW JOAN OF ARC.

Some interesting corresponation of the story sent from Cettinje of Yanitza Martinay, the new Joan of Arc, who went into battle for the Albanians and won the day against the Turks, have been obtained by a representative of the Pall Mall Gazette from M. Chedomille Mijatovich, formerly Servian Minister in London, who is in close touch with the Balkans and all that is going on there.

Her name, he pointed out, corresponds with the French Joan, so that she is in name, as well as in brave deeds, most truly a modern Maid of Orleans. When her father fell in battle, the hereditary position of commander of the brotherhoods of their clan fell upon her brother.

lead; and Yanitze, gathering the clan about her, declared to them, "I will lead you for him."

Always she marched fifteen or twenty yards shead of her little army, encouraging them and assuring them of victory. Her countrymen and the Montenegrins watched the battle from afar, and it was when they saw her prowess and the remarkable attack she delivered upon the Turks that the sympathetic bards weaved the story of

her deeds into their daily song. "She is a young woman, not yet twentytwo," said M. Mijutovich, "and is de-"All the Albanian women are brave, and are trained from their girlhood to the use of firearms, and in times of war, as there are no mules, they carry the provisions and ammunition for their soldiers and go into the firing-line to

distribute them. "And are sometimes killed?"

"Yes; often that happens." Yanitzawould probably have carried a Martini rifle, or, as many of the Martinis were collected last year by the Turks, her weapon may perhaps have been one of the old-feshioned Albanian rifles which are handsomely decorated with silver

and have very long, narrow barrels. went on to say. "Both boys and girls learn to shoot when they are twelve years old. At weddings the parties amuse themselves by dancing and chooting; at christonings shooting is again the principal amusement - firing at targets for some little prize-and at festivals there is shooting all day long. It is one of the great difficulties that Turks have to contend with, for amended claim, expressing hope for "a their rifles by day, and sleep with them at their side by night. The custom has grown up with the prevailing insecurity -insecurity from vendettas at home and border troubles

"Physically," M. Mijstovich added, "the Albanians are the finest race in Europe. Their women are handsome, with dark hair, though their eyes are sometimes grey. To see them walk is a delight. We like to see the ballet at home. The first time I saw the April 26, 1910 - Foreign Office promises to Albanians walk gave just the same pleasure. Their movements are so graceful, elegance and

"Yes, they are a very fine and a very gifted June 30, 1910.—Foreign Office promises Mr. race. They are like the Scots in the seventeenth Todd to forward his letter of inquiry to the century, and they will be by and by the finest race, intellectually as well as physically, in the Balkaus. If you go to Constantinople you will. find that many of the finest men, not only soldiers but also statesmen, are Albanians.

"Their fault, due to their present degree of civilisation, is that they cannot grasp the idea of State. The clan is their highest organization; they are unable to greep the importance of combining the clan with the higher organization of making a State. But that will come."

VICTOR OPERA ROBINSON PIANO CO. (G.\$1.00)

Bridal Chorus Splendour Piu Belle In My Grasp Polonaise Miserere Prologue From Thy Heavens Agatha's Air Duet Berceuse' Care nome Swan Song Romeo and Juliet Fairest Sun Cavalleria Rusticana Siciliana Know'st the land Chanson des Penplier King's Prayer

Cavatina Pure as a Flower Coat Song Calf of Gold On Mischief Bent Questo o quella Giolo e mar La donna e mobile Yet a moment Czardas Pastorale

Celeste Aida

Gounod

Depart Fair Vision

The Minstrel Boy Rolling down to Rio The Birds are Singing

The Handkerchief Serenade. The Clang of the Forge For all Eternity Feresita wia La Tempostad Mother of Mine

The Less of Richmond Hill

Lohengrin

VORMA

Mignon

Pagliacci

Moses

Jocelyn'

Mignon.

Mirelle

Mignon

Boheme

Rigoletto

Giconda

Aida

Manon

Il bacio

Rigoletto

Romeo et Juliette

Beggar Student

Der Prophet

Faust

Lohengrin

Rigoletto

Lohengrin

La Favorita

Il Trovatore

La Fraviata

Der Treischutz

Nniba Journet Opera Chorus Constantino Nielsen Arral Slezak McCormack Witherspoon

Scala Chorus

Huguet

Cigada

Slezsk

De Lussan

Journet

Michailowa

Martinez Patti

Martinez Patti

Segurola and Chorus

Alexina and Chorus

Korsoff Michailowa Slezak de Gogorza Witherspoon

CAN YOU FIND A BETTER OFFER THAN THIS

1. Government and Municipal Guarantee for the ultimate repayment of principal, at least at par. 2. Possibility of Premiums, the smallest affording ample interest on your outlay, the largest constituting a Fortune,

3. Payment of the sum you wish to invest by easy instalments.

PREMIUM BONDS

give you these opportunities.

WHAT ARE THESE BONDSP They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or at the very least, at their full nominal value.

EASY PAYMENTS. We sell these bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £1 to £20.

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MELVILLE, GLYN & Co., Bankers, 3. Rue de la Bource, Paris (France). As a precaution against the constant risk

of infection, remember that washing with CALVERT'S No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive Local Dealers sell it. Makers - F. C. CALVERT & CO., Manchester, England.

"As Sound as a Bell"

is a phrase suggestive of all-round litness. It denotes freedom from disease; robustness of constitution; muscular force; and mental energy and vigous. The "sound as a bell" condition is one most devoutly to be wished. and happily, it is not only possible but easy of attainment by most folk

Thanks To

the strengthening and invigorating qualities of the World's lamous medicine—BEECHAM'S PILLS. For three generations this remedy has been to alling men and women a reliable means of re-establishing the health and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

Beecham's Pills.

COLEMAN'S WINCARNIS THE GREATEST TONIC IN THE WORLD. WHAT IT has done for OTHERS it will DO FOR YOU Its refreshing and exhibitating effects are a revelation WINCARNIS to those who have never tried it before: "WINCARNIS" has a charm all its own, which you - CONTRACTOR cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincardia gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Staming, Vitality and Force to Men, Women and Children

BUY IT TO-DAY From any leading Chemist. MUSTARD & COMPANY

Wholesaie Distributors for China and Hongkong.

No. 22, Museum Read, Corner of Scochow Road, Changhai | 402 LONGEVITY'S DECALOGUE.

WALL TO MAKE OF

a a

The Jiji Shimpo of oTkyo publishes ten rules which will guarantee those who follow them life for about two centuries. We take this precious secret from a Paris contemporary, in the hope that Methuelah will yet find some "proxime accessoruns " among the moderns, even if some one does not manage to yet be bracketed equal with the macrobiote. Here are the rules: (i.) Pass as much time as possible expected arrival at their destinations, as well as in the open air; (ii.) only eat of meat once a he dates of return Mails. day; (iii.) take a hot bath every day; (iv.) wear thick woollen garments; (v.) sleep for at least

six hours, but never more than seven and a half.

in a room with the window open, but the

chamber darkened; (vi.) rest one day in the

seven; (vii.) avoid giving way to anger and ex-

cessive brain work: (viii.) widowers, and widows

should remarry; (ix.) work moderately: (x.) do not talk to excess. The last precept of this

decalogue is evidently intended for ladies.

MAIL TABLES

FOR 1911. Shows the dates of departure of the Mails to Europe and America, and the dates of their

ON SALE.

Mounted on Card ...

On Paper ...

On Sale at the Hongkong Daily Press

Longkong, 6th February, 1911.

ay 25th, 1911.

AVERAGE MARKET PRICES.

Wong Sin-Eels, Yellow

亦石 Shak Pan -Garoupa

Teo Pak Yu-Herrings ,, 18

AL LOSS Have the Loss Have the 28

Me Mong Yu-Mong Fish , 25

Tan Lo-Perchanter street

Pak Ch'ong-Pomiret, White ,, 28

Hak Ch'ong- , Black ... , 22

Ming Ha-Prawns , 49

Hau Tez Yu-Pike

A SM Kai Kung Yu-Parrot Fish ...

臺藏花 Fa Po Tun-Plaice......

Pi Pa Sa-Rej

全角石 Sik Kau Kun, -Kook Piet ... "

M& Chun Yd-Boach....

1 71 Sa Ya-Shark ...

AXE Ma Yau Yu-Saimon, Cuntoa ,, 32

At Shang Yu-Salmon, Fresh Waver .. -

Ha-Shrimps , 28

A Po Yu-Skate..... 11

Hei Tong-Apples, small, C'ico .. -

onng Houng Tsiu-Pananas

Young I __arambola.....

Fung Lut-Chestauts, Chi. 500 ,, 12

7168 Ye Tez-Cocomute..... sach 10

Pid Tai Taz—Grapes... let ql. lb. —

Lai Chi-Lichees, Bresh 1st quilb 10

Ning Mong—Lemons,—Saigon , 8

ERS Lui Sung Mong-Mango, M' a cach 12.

世间设 On Nam Mong—Mango, Saigon ,, -

Thu Shan Chuk Tsz-Mangosteens, ...

Sai Kwa-Water Melons China .. -

Min Chang-Oranges, Macao ...

Chn Sa Kat- Small , 5

Tim Kat- "Mandarin " -

1 L Shanghai Li-Pears American . --

Hung Id-Plams Swatow

Sin Tai-Pears, Cooking Canton-

Hong Tsi-Persiminens large ...

Pun Ti Po Lo-Pine apple..... 10

Ch'ang-Oranges, Sweet ,, 21

RESP Yong Sai Kwl-Water Melon.

He Heing Kwa-Musk Melon

Chiu Chau Chang-Orange,

per 100 minimum and --

American per lb. -

Am Fican..... each -

Passion Fruit, American ... lb. -

Kam . Lingmon-Lemon.

品平独天 Tin T'sun Pin Ko-Apples, C'foo , 18

Fan Chi-Apples, Custard,

程序水量 Yat Pun Ling Ko-Apples,

Shang Sheng Houng Tsia-

manas, fragrant, Cauton... "

Ning Mong-Lemons, Chinese , 6

American ... eacn

2ad . . . -

3rd .. -

Par Bit Ya-White Bait

Kök Yü-Turtles, small, fresh-

Kam Shan Ping Ko-Apples,

Shi Yu-Mackerol 1 24

Pak Kap Yu-Gudgeon

BEN Halibut

water

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Showing the EXTENDED SETTLEMENT PLAN OF MANILA

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Eleven Powers, 1901. TREATIES WITH JAPAN Breat Britain, 1894; Duties Convention, 1895 Russia, Agreements as to Coren; United Extradition Treaty, 1886; Great (Alliance) 1905; Russia (Peace

Treaty) 1905. TREATIES WITH COREA Japan, 1876; Japan Supplementary, 1876 Japan, 1904 and 1905. United States, 1882 Great Britain, 1895.

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			Singapore	We was a second			Singapore	
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AND	2/ fy. ,,	Enbh. Selangor	12/-	30%	0 2/fy.	Sungei Kapar	13/7½	25% 10
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Ngau LapChong—Beets - 18849 , 20	15/ 4	Garing (Malacca)	6.0.0	25%	10 fv	Sungei Way	6.8.9	30% '10
Ngau Chai Yuk Chong—Veal ,, , 20	ty. "	Golden Hope	5.15.0	40% 1	10 13	Tangkah		110111
T CONTROL		Gula-Kalumpong		*	ty. n	Third Mile	S	
GA Kai Tsai-Chicken " 31	£1 fy. "	H. and Lowlands	5.10.0	30%	7/8	11 _ 1 1 1 1		100/
Sin Kai—Capons	fv	Inch Kenneth	14.0.0	25%	10 fy	Tremelbye		10% 10
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ALTO DATE DATE	10/ ,,	Johore R. Lands	11-7	*****	2/ IY. "	Vallambrosa	1.17.9	75% '10
- An Droke	12/8 ,,	Jong-Landor	14	25%	2/ fy.	1 MINGHING VAR (6)		
mana Kai Tan-Hen's tiggs 134 24	fy. "	Jugra (Ordinay)	11	20%	the state of	Trust and Finance		
Kai—Fowl, Canton	1710	K pong Kuantan	479			Companies.		
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花禾 Wo Fa Ta5k—Kice Birds doz. — 油沙 Sa Ta'oi—Snipe	10/ ,,	Khota Tampan	100	*****	14.5	Java and Sumatra.		120 m. i
A Shan An-lead	- 10/ -	Krubong		23%	10			
III. The Val Canas Turkava Cock ID. O.	fv	Kuala Klang	2 14 8	The state of the s	fy. paid	Anglo-Java	1414	
E Fo Kai Mo-Turkeys, Hen "	5 fy. "	Kuala Lumpur	8.4.0	75%	'10 fy.	Asahan (Sumatra	more a series	******
BIRH.	現代學習	Kuala Pahi	***	076	17/8	Bangawan R Baaufort	100	
Am Kai Yu-Barbel	4 2/ fy. "	Kuala Selangor	100	30%	10 12/6	Central Sumatra		411-444
Pin Yu-Bream Presh	2/ ty	Labu	15/13		8/	Indian Peninsula		
WRIGH FISH AND ADDRESS SEE A	4 17 "	Lanadron	5.1.9	121%	15/ "	Java Amalgam		a14111
50 00 La Yu-Caro	3 10f Ji		3.15.0	109	70 iy. "	Kimanis		Section 2
Mari Yh-Cati Field	7/4	Ledbury	2.0.0 p	10%	17/8	Langkon	j. 144 g in in	*******
Man Yn Codfish se.	0 15	Lendu	140	*****	fy. "	Manchester		*****
Hai-Crabs	5 2/fy.	Linggi	2.12.0	150%	10 fy.	Nirmala (Java)	45.70	
Mak Yu-Cuttle Fish	6 2/fy.,,	London Asiatic	13/10	10%	10 1/6 "		19/-	331%
The the Wong Mai Lan Dage	2 13/ ,,	Lumut Est	Nom.	******	2) 17, ,,	Surnatus Puona	1.01	001/ ₀ ×
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- Albara Clark Mississa biologic City College - college of d	5 fy. "	Malacca 74% Cum. Popating Pref	Brotes-	10	'09 2/ fy.	Utd. Sumatra	9/10	
Tam Shui Sin-Eels, Fresh	W 42	paring rier	10 5.0	3	-21 -11 -11		5 5 T	

By Pineapple Cooking only ... 2nd .. -海大 Tai Taiu—Plantains

Luk Yau -Pumelo, Amoy ... each -精通運 Chim Lo Luk Yau - Pumelo, Saim ,, 80 Ban Hop To-Walnuts, Fresh 15, 18 Hop To-Walnuts, Green Shanghai Lo Kwat Vegetables, &c. 竹油丁泽上 Shanghai Ys Chi Chuk— Artichokse, Shanghai ALE Loong Soo Te'oi-Asparagus... ios -Chuk Shun-Bamboo Shoots lb. 5

本 Nga Tedi-Beans, Sprout ,, At Tau Kok- , Long...... Min Tau Broad Pin Tau- " French, S'hai " Tau-Beans, Macso (French) Hung Tau Troi Sho Sectroot Kan Sun-Cane..... Tring Ke-Brinjals Green .. . Yuen Ke- "Red..... Pak Ts'oi-Brassica Kai Ta'oi - Cabbage, Chinese ... The Shai Kai Ts'oi-, Shanghai Kam Shun-Carrots

蓝色 Tai Ye Ts'oi Fa- , Large dize , -传篇中 Chang Ye Teoi Fa-Cauliflower. Se Can Tr'oi-Celery, China lb. 8 App Young Can Ts'oi-Colory, Eng. .. Pu Kwa-Bitter Squash 6 Kon Lat Chiu-Chilies, Dried , 12 Tring Lat Tain Cailies, Grana , 8 Har Hung Fa Tsin-Chilies, Rel ... , 10 Tring Kwa-Cucumbers

A Ta'oi Fi Cauliflower 610')

Etam Ka Li Ts'ol Liu-CacryStud. Shuan Tau-Garlic..... Lo Keung-Ginger, old F fas Kenng-Junger, young ... , 5 Toing Tau -Green Peas Kan Lik-Horse Radish, Shai / ,, 12 Hak Mai-Sweat Cora.....pi 609 4 本生学 Young Shang Ta'oi-Lettuce... b. Mush Melon...... HE Shang Teo Ku-Mushrooms, Young Ts'ang Tau-Onions,

Shang Te'ung -Onions, Green 如意本格 Yat Pun Te'ang Tan—Inious, Jananese Shanghai To'ung Tau-Onions. Shanghai Mo ka-Okroes 岩元学 Young Yuan Si—Parsley, Eng Frank Foodhow Shu Tsai-Potatoes Foodhow LEY Shanghai Shu Tsai-Potato

Shanghai

FFAH Yat Pun Shu Teai-Potatoies, Japaness FEIR O Mun Shu Tsai-Potatoss, 好事政格 Fa Ke Shu Teai-Potatoes, American Fan Shu-Potatoes, Sweet..... " Tung Kwa-Pumpkin The Chu Teal Troi-Puraline GARLE Hung Lo Pak Teal-Radish ... " Kon Trung Tau-Shalots Yin Ts'oi-Spinach...... BF Pt Tau-Taros......

Fan Ke-Tomatoes.....

Tau kok......

Lien Mgan-Lily Root

Time Young Lo Pak-Turnips, Eng. , Tait Kwa-Vegetable Marrow, ... ME Ma Tai -Water Chestnute, a系体的 Kwei Lam Ma Tai- Water Chestauts, Mandaarin 本种 Sai Yuong Ts'oi-Water Cresses ...

Sage. per bundle " The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted. W. BOWEN-ROWLANDS, Secretary, Sanitary Board.

Tai Shu-Yams

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 ih.p., Comdr. A. Lowndes, Weihaiwei. Astrees, 2nd class cruiser, 4,360 tons, 10 guns 7,000 i.h.p., Captain E. B. Kiddle, Shanghai.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p. Master S. West, Hongkong. Bramble, gunboat, 710 tons, 900 i.h.p. Lieut Comdr. He G. Washington, Hongkong. Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai. Cherub, water tank and tug, 390 tons, i.h.p. 340 Master W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai. Fame, torpedo-boat destroyer, 340 tons,

guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Waihaiwel Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Weihaiwei.

Handy, terpede-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lient.-Comdr. Hon. Guy Stop. ford. Hangkong. Aart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt.-Comdr. Hon. Guy Stopford,

anus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M. B. R. Blackwood, Weihaiwei Kent, armoured cruiser, 9,800 tons, 14 gans, i.h.p. 22,000, Capt. S. St. J. Farquhar, cruising.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtere. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, cruising. Minotaur, armoured craiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000, Capt. G. C. Cayley, Shanghai,

Monmouth, armoured oruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O. Weihaiwelm Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Co d G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4, 00 tons, turbine, Captain George P. E. Hunt, D.S.O., Weihaiwei. Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Claude Hillersden-Woodward,

R.N., Yangtere.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6.300 i.h.p., Comdr. Lambo, Weihaiwei. Robin, river gunboat, 85 tons, 2 gans, 240 h.p. Lt. Comdr. Cosmo A. O. Douglas, West

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lient. Comdr. E. J. J. Southby, West River. Snipe, river gunboat, 85 tons, 2 guns 240 h.p.,

Lt.-Comdr. Maurice B. Leslie, Yangtese. Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hong-Tamar, receiving ship, 4,650 tons, 6 guns,

Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut. Comdr. R. J. Buchanan, Yangtere. Thistle, gunboat, 710 tons, 900 hp., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai Virago, torpedo-boat destroyer, 395 tone, 6 grans 6.300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Weihniwei.

Waterwitch, surveying ship, 620 tons, 450 Lh.p. Lieut, Comdr. B. L. Hancock, Hongkong. Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Weihaiwei.

Widgeon, ganboat 195 tons, 2 guns, 800 h.p. Lt. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. B. R. Brooke, Yangtaze. Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. G. F. A. Mulock, Yangteze.

STEAMERS PASSED THE CANAL.

May 9th-Benvorlich, Karonga, 12th-Ernest Simone, Chazee, Jeseric, Prins Eitel Friedrich, Teenkai, Arcadia. 16th-Glenlogan, Miyasaki Maru, Soyo Maru, Alesia. 19th-Borneo, Hellas, Idomeneus, Menelaus, Nippon, Bikh, Silvi , Siam, Wakasa Maru, Yangteze. 23rd - Benlarig, Brisgavia, Kamo Maru, Kintuck, Lacrtes, Rheinfels. 26th - Calchas, Dum-Kitano Maru, Palermo, Pembrokeshire, Prins Ludwig, Tydeus, Yorck, Warrior. ARRIVALS AT HOME.

May 26th-Tango Maru, Vorwaerts, Ville da

ON SALE. A TABLE OF THE

RATES OF EXCHANGE AT HONGRONG

FOR DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of

FROM 1893 TO 1909;

BATES FOR BOVEREIGNS, GOLT. LEAF, BAR SILVER (From 1900), and other Useful Information. PRICE: \$1 Cash.

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THE FUTURE OF CHINA'S TEA TRADE.

---IMPORTS TO BE MADE DIFFICU.

A Times correspondent writes as follows: -Information has now been received from the East which explains Renter's telegram from India (discussed in The Times of March 24), stating upon the authority of the Calcutta Englishman that the Chinese Government contemplated :- 1. Preventing the importation of any ten from other countries. 2 Reducing the export duties upon Chinese ten.

The Englishman had good grounds for its announcement, and rendered a service by promptly calling attention to its significance. The facts, as communicated, are that the statement was explicitly made by a Chinese newspaper and passed on by Russian firms Hankow to their representatives in Colombo and Calcutta, who gave the news to the local Press. It is also said that the Russian houses -which are the importers of the tea brought into China from elsewhere-protested through their Ambassador at Peking against the course proposed to be taken by the Chinese Ministers of Trade and Agriculture, so far as it concerned interference with imports.

Upon receipt of the information the Tea Association, whose headquarters are in Calcutta, inct to consider the matter, which was recognized to be a menace not only to Russian trade, but also to the interests of the Indian iproducers. In objecting to the suggested prohibition or high taxation of its produce -whichever it be-India stands upon firm ground, because it allows China's ten to come in free, making no attempt to protect its own industry, which lots in some 5,000,000lb. or 6,000,000lb. of Chinese tes annually. The Caylon producers, however, who fully recognize the gravity of the proposal, seem to be in a difficulty because, through the influence of the planting community. Chinese and all other teas are virtually shut out from the colony by a tax of 40. per lb., designed to preserve the integrity of its own produce and to secure its shipment pure, as sent down from the gardens, upmixed with other varieties. Ceylon has, therefore, provided a precedent, although for different reasons, which lessens the weight of its protest, if any be made.

.What steps, if any, have been taken here either by the Planters Associations in London, or by representations to the Government on behalf of British producers, has not transpired. The belief that China is not in a position to insist upon adopting any policy, commercial or otherwise, directly opposed to the interests of Russia may be well grounded. Nevertheless, it ought to be made clear to the Chinese authorities that what is proposed would injure us, The purchase of 13,000,000lb. or 14,000,000lb. of dust and siftings for the Hankow factories out of the total of 450,000,000lb. of ten now annually produced by India and Caylon may not seem to be of much account, but if it were to cease or be interrupted the basis of value for the whole of these kinds that we produce would be changed, for although some of them would be absorbed by native Indian tradors it would be at a much lower price, and if the balance of them were sent to this market the value of all similar kinds would be brought retailed here at lower prices than is now possible, thus stimulating home consumption which, contrary to general belief, has stood still for 15 months and seems for the present to have reached its limit-the increased quantity used being only equal to the estimated rate of growth of our population-but it would be effected at the cost of the producers in India and Ceylon, who have derived such great benefit from Russia's purchases of this low-priced tea. CHINA TO EXPORT MORE.

The second part of the Chinese Government's policy, designed to facilitate the export of their own ted, is one to which no exception can be ! taken. It even deserves the sympathy of | week to age of 70, when the patient would British growers, who have had their own discouragements to face, for China has had to watch the use of its tea in this country, which | first three months, and thereafter on the same in 1879 was 126,300,000lb., 78 per cent. of all scale as men. we used, gradually decline to 10,300,000lb, in 1910, equal to about 31 per cent, of our con- sick pay allowance, but will receive medical sumption. It has had, moreover, to suffer the loss of its trade with Australasia, captured by British growths; to see our ten steadily encroaching upon its good business with North America; while now it sees the Russian merchants, China's best customers, so impressed by the cheapness and character of our tea that they are taking it to consume at the rate of 60,000,000lb. a year, in addition to what they use in their factories, and are steadily colorging their purchases in preference to seeking more from China.

This is not a position that can be contempled by the Chinese with indifference, notwithstanding the fact that the tea they export is only u fraction of what they produce and sell internally, and it is reasonable that reduction of the transit and export dues should be proposed as a menus of regaining lost customers. There is, however, a prospect that China may do this, to some extent, on other grounds. It is possible that India, Ceylon, and Java together would not be able for the present to meet any considerable increase in demand that might take place from other countries. Should such a movement ensue, as some observers deem probable, recourse must again be made to China for tea, even by those who would prefer to buy other kinds if they could get them.

PROPOSED BENEDIES. It is an open question whether any material impetus to exports would be given by reducing the dues, which are only estimated to amount to 11d. or 2d, per lb. in all. It might lead to larger purchases of the commonest black tea | fifteen weeks. for countries where there is a section of consumers who only buy ten at a very low price and a class of traders which supply them, irrespective of what it is. There are such here, who have lately procured from New York and elsewhere commoner tes than would be looked at when other growths are cheap. This is already raising the percentage of China tea used and foreshadows larger direct importations when the cost of it in China is lowered; but it is doubtful if any more of the higherpriced kinds would be bought merely because they were a little cheaper than before, except perhaps for those minor markets where the choice is not yet finally fixed upon British growths. In the large markets, where the professional tasters, blonders, and retailers have discovered the advantage of using our tea, 1d. or 2d. per lb. will not be enough to displace it from favour or take 6 p.m. buyers back to China Congon. Connoisseurs and those who can afford to pay the price may continue to buy small quantities of the best black tea from the north, the finest Souchong from Foochow, superfine scented ten, or Formoss's choicest Oolong, but consumers in the mass and the traders who supply them will not revert to ordinary China toas whose prime cost is from 9d. to 1s 3d., whilst our own producers sell upon the market with good profit crops of excellent tea at 8d. or 9d. the pound and can afford to take less in case of need.

It is also doubtful if China's valuable and extensive green ten trade would gain much help from reduced duties, as it is threatened not by outside competition in the matter of price, but

by the intention of the American Government to prevent artificially coloured tea from being imported, which would shut out Japanese as well us Chinese green ten that has been " faced," leaf act as a preservative of freshness and Japanese stations, except at the Bonins. flavour. Good green toa, with or without facing, The depression which was lying over to have come, but it is not yet being readily the Yangtse. It has become much deeper. expense and trouble, while black ten is now paying | into the Pacific to the North of Japan. well. It remains, however, a possible source of Pressure is highest over the Pacific to the fresh revenue for British growers, because Eastward of the Bonins. there is a widespread demand for good green Fresh S.W. winds are indicated over the N. tea, not here but abroad and each million part of the China Sea. pounds' weight of leaf made into green helps to maintain or raise the price of black tea.

The conclusions reached from a careful survey of the conditions are: -1. That China's ten may be wanted in the future, perhaps somewhat more than during recent years. 2. That its export trade would only be helped to a small extent by such reduction of trausit or other duties as could be made: 3. That anything approaching to serious interference with the importation Formosa Channel of our ten for their factories by our Russian friends will be over-ruled, if their Ambassalor's notion be properly supported by the British Government in the interest of British producers.

STATE INSURANCE.

ANALYSIS OF MR. LLOYD GEORGE'S NATIONAL SCHEME.

The main outlines of the State Insurance scheme introduced by the Chancellor of the Exchequer are as follows :-

INSURANCE AGAINST SICKNESS:---COMPULSOR'S SECTION.

£160 a year. teachers (to be provided for under special varying between £2,500,000 and £4,000,000, schemes); servants of the Crown and munipali- has been in the hands of Indian ties with retiring pensions; commission agents speculators; the quotation now stands below employed by more than one person; certain the average price at which this silver classes of the most casual sort of labourers. VOLUNTARY SECTION.

selves, a large proportion of whom are in the has arisen in the last few weeks is, as it were, friendly societies, and those who have once been employed by others, but afterwards work that £5,000,000 out of the £7,000,000 of the

CONTRIBUTIONS. tributions alike, there will be one uniform class, enormous speculative position, it is not wise tonot several classes, as in the German scheme: - assume that the price of silver will not be The workman will contribute 4d. a week. The workwoman will contribute 3d. a week.

men and women alike. The State will contribute 2d. a week for men conditions, when we remember that production

and women alike. - In the case of workmen receiving only 15s. a excessive-anyone desirons of forming a judgweek, their contributions will be 3d. a week; ment on the future of silver would do 2d. for those carning 12s. a week, and 1d. for | well to consider the following propositions:those earning 9s. In these cases the employer | Whether the absorption of £5,000,000 by will pay a higher contribution.

NUMBER OF PERSONS INCLUDED. Voluntary section (Young persons under 16: 500,000 beys and absorption of the whole amount, whether con-300,000 girls.) Total: 14,700,000.

> BENEFITS. Free medical relief, with no taint of charity. A benefit of 30s. in maternity cases, with the provise that women are not to return to accumulated stocks, and meanwhile, the speculawork for four weeks.

Special help in cases of consumption. Sick allowance of 10s. a week for three months. Sick allowance of 5s. a week to end of six months.

Permanent disablement allowance of 5s. be transferred to the Old-Age Pension Fund. Women to receive 7s. 6d. a week for the

Young persons under sixteen will not receive treatment and the use of the sanatoria.

During the period of sickness there will be no deduction of the contribution from the actual benefits, and to prevent lapses through unemployment every contributor will be allowed three weeks a year margin, in which his contributions need not be paid. Nor will the policy lapse till he has failed to pay for thirteen weeks, though after the third week the benefits will be reduced.

DISTRIBUTION OF BENEFITS. Approved friendly societies to be used for distributing benefits. Persons desiring insurance to join friendly societies. Friendly sociolies to submit schemes for utilisation of their own existing funds for

kindred benefits. CHARGE ON THE STATE: £1,742,000 In 1912.3... £3,359,000 £4,563,000 In 1915-6 ... INSURANCE AGAINST UNEMPLOYMENT. Scheme to apply to men employed in the engineering and building trades.

Number affected, 2,400,000. Working-Labour Exchanges. Contributions :-

Workmen Employers One quarter of total cost, or about £750,000 a year.

In the engineering trades 7s. a week for PERSONS AFFECTED. Insurance against Sickness...... 14,700,000 ... Unemployment 2,400,000

17,100,000 CHARGE ON THE STATE. 1913-14 £3,359,000 1915-16 £4,568,000

LATEST STEAMER MOVEMENTS.

The Bank Line str. Kumeric sailed from Manila on the 28th instant for Hongkong, and is due here on the 31st instant. The Bank Line str. Luceric sailed from Kobe for Moji on the 28th instant.

The P. & O. S. N. Co.'s str. Simia is expected to arrive at Colombo on the 31st inst., at

The O.S.K. atr. Mexico Maru left Tacoms for this port via Japan and Shanghai on the 13th inst., and may be expected to arrive here on the 15th prox.

The C.P.R. Co.'s str. Empress of Japan arrived at Kobe at 5 p.m. on the 26th instant, and left again at noon on 27th inst. for Shimidzu, where she is due to arrive at 8 a.m. on the The Bilk ex C.P.R. Co.'s str. Empress of India,

which left here on the 29th pltimo, arrived at New York on the 26th inst. The P. & O. S. N. Co.'s str. Nubia left "THE HONGKONG DAILY PRESS Singapore for this port on the 29th instant, at 10 a.m., and is due here on the 3rd prox., at

WEATHER REPORT.

On the 29th at 11.55 a.m.—The barometer partly because the trade demanded it, and partly has failen rapidly over the E. coast of China, and because the materials used for colouring the a considerable fall has taken place also at the

can be made both in India and Ceylon, and the China yesterday has moved towards E.N.E. chance to develop this branch of trade seems and entered the Yellow Sea near the mouth of taken, perhaps because it involves some The other depression appears to be moving

> Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, C.20 inches.

The forecast for the 24 hours ending at noon to-day is as follows :--W. and S.W. Hongkong & Neighbourhood | winds, fresh; (S.W. winds, South coast of China between | Same as No. Hongkong and Lamocks. South coast of China between | Same as No. 1.

THE SILVER MARKET.

Hongkong and Hainan ...

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bullion circular :-

During the month of Aprilthe range of prices for cash silver, though small, was considerably wider than during the preceding monthnamely, g, as against 1 of a ponny. This was owing to a speculative movement in China, cen-Persons Included: All wage-earning men nected with the completion of the agreement and women, and young persons earning under for the £10,000,000 loan, a portion of which is to be used for the establishment of an Imperial Persons Excluded: Soldiers, sailors, and currency. For more than a year a luge amount, was acquired, and the operators are out of pocket a year's interest at a high rate. The Small tradesmen and men working for them. Chinese speculation-referred to above-which piling Pelion on Ossa, and it is a fair estimate world's stock in China, Bombay, and London, has been bought and held with a view to secure For all these, compulsory and voluntary con- a profit on its re-sale. Notwithstanding this maintained, or even rise, but it is discreet in the face of such abnormal circumstances occa-The employer will contribute 3d. a wesk for signally to review the situation. Admitting that about 24 pence is a fair price in normal is barely increasing, this figure does not seem the Chinese Government out of speculative stocks, apart from silver already used and

200,000 to occur within a reasonable time, or, failing ditions in India warrant a fair hope that the balance will be taken off the market. Should the event prove unfavourable, the interest lineurred by each year of delay adds at least three half-pence to the price paid for the tor is exposed to the possibility of a bad Indian or Chinese harvest upsetting his calculations to an irretrievable degree. At the present moment the market looks fairly steady, and may continue to be, but that should not prevent producers and others from bearing in mind that the price is prifficial and frequently subject to

HONGKONG TIDE TABLE.

manipulation whilst immease stocks are in exist-

ence, and that a certain amount of danger must

always attach to the situation.

From May 30th to June 5th, 1911.

Days of Week.	Days of Month	H'kong Moau Time.	Height.	H*kong Mean Time.	Height.
Tues,	30	h. m. m 9 57	ft. in. 7 9	h. m. n 3 28 5 29 a	ft. in 2 9 0 0
Wed.	31	m 0 24 m 10 41	4 2 7 8	m 4 1 6 24 n	3 2
Thurs	1	m 1 39	4 0	m 4 36 7 26 a	3 5 0 5
Fri.	2	m 3 3 0 22 s	6 8	m 5 16 8 33 s	3 8
Sat.	3	m 4 19 1 36 a	6 2	m 6 8	
Sun.	4	m 5 10		m 8 19 10 29 a	
Mon.	5	m 5 47	4 9 5 2	m 10 56	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 29th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 pm.
Parometer	29.63 82	29.71	29.64 84
Humidity Wind Direction Forceti	94 SW 4	WNW	61 W 1
Weather	oq	0.20	0
	والمراجعة والمحمد والمراجعين		

Highest open air Temperature on 28th...80 Lowest open air Temperature on 28th 74

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VIA

JAPANESE SHANGHAI

Steamers	Ton's	Captain	To Sail on or About
KUMERIC	. X	G. B. McGill	30th June.

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD gentry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin Passengers; they are fitted. throughout with Electric Light, the "Luceric" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

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INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE L QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

> PROPOSED SAILINGS. FROM COLOMBO:

FROM HONGKONG: STEAMER 12th July. 24th June

For rates and further information, apply to-

BANK LINE, LIMTIED, (MANAGING AGENTS).

Hongkong, 1st May, 1911.

SHIPPING IN PORT.

STEAMERS

Angeln, German str., 1,005, Chr. Kumpel, 21st May-Bangkok 14th Rice and Teak-Butterfield & Swire. BAYERN, German str., 8,005, H. Brehmer, 27th May-Shanghai 23rd May, --

burg Amerika Linie. BENMORE, British str., 1,952, Wm. Hastio, 26th May-Karatsu 20th May, Coal-Gibb. Livingston & Co.

CHIYUEN, Chinese str., 1,177, Wm. Jamieson, 23rd May-Shanghai 20th May, General-C. M. S. N. Co.

CHOWTAI, German str., 1,195, W. Reher, 23rd May-Bangkok 12th and Swatow 22nd May, Rice and Meal-Butterfield & Swire. DEVAWONGSE, German str., 1,057, E. Gathemann, 26th May-Bangkok 18th May, Rice -Butterfield & Swire.

FOOKSANG, British s'r., 1,987, T. A. Mitchell, 24th May-Calcutta 9th and Singapore

HAICHING, British str., 1,247, W. C. Passmore, 28th May Swatow 27th May, General-Douglas, Lapraik & Co. HANOI, French str., 742, G. Bouhier, 26th May-Haiphong and Pakhoi 3rd May,

General-A. R. Marty. Kalvong, British str., 987, Sidford 26th May TJIMAHI, Dutch str., 4,500, J. P. Scholtes, 13th Mr. E. W. Bauckham -Manila 23rd May, General-Butterfield Kashing, British str., 1,144, C. Laver, 22nd

May-Chinkiang 17th May, Rice-Butterfield & Swire. Kumenow. British str., 1,450, J. A. Martin, ULV, Norwegian str., 885, Pedersen. 25th May Mr Gilbert 22nd May-Saigon 18th May, General-

Man Fat & Co. KUTSANG, British str., 4,895, R. C. D. Bradley, 23rd May-Kobe and Moji 19th May. General-Jardine, Matheson & Co. KWANGTAH, Chinese str., 1,536, Stewart, 28th May-Shanghai 25th May, General-C. M.

S. N. Co. LANDRAT SCHEIFF, German str., 1,015, A. Struve, 26th May-Bangkok and Hoihow 25th May, General-K. T. L. Linan, British str., 1,350, C. C. Williams, 15th May-Shanghai 12th May, General-Butterfield & Swire.

24th May-Moji 19th May, Coal-Dodwell LUCHOW, British str., 1,216, W Baddeley, 28th May-Shanghai 25th May, General-Butterfield & Swire. MARIE, German str., 1,200, H. Schlaikier, 22nd

LOTHIAN, British str., 3,222, W. J. Lockhart,

May-Saigon 18th May, Rice and General -Jebsen & Co. NANCHANG, British str., 1,062, R. Robertson, 27th May-Newchwang 20th May, General -Butterfield & Swire.

Mr M. Conzulez Nippon, Manu, Japanese str., 3,452, H. S Mr F. F. Conzalez-Smith, 23rd May-San Francisco 26th Capt. T. P. Hall April, Mails and General-Toyo Kisen Mr J. C. Hamilton Mr T. F. Hausen

ONSANO, British str., 1,787, Smith, 25th May-Chinwantao 19th May, Coal-C. E. & M. PANAMA MARU, Japanese str., 1,234, R. Mute, Dr. Spencer Hough 18th May - Shanghai 15th May, General - | Mrs H. T. Howard

Osaka Shosen Kaisha. PHEUMPENH, British 1,065, Jas. H. Scott, 27th May-Saigon 23rd May, Rice and General-Chinese. PHRANANG. German str., 1,021, F. v. Mangels-

dorff, 23rd May - Bungkok via Kohsichang Dr Belilios 16th May, Rice-Butterfield & Swire. QUARTA, German sts., 1,885, T. Dantalsen. 27th May-Wakamatsu 21st May, Coal-Sander, Wieler & Co.

Rubi, American str., 2,797, S. A. Crosby, 27th May-Manila 24th May, Sugar, and Merchandise-Shewan, Tomes & Co. SABINE RICKMERS, Datch str., 573, D. E. Boeve, 22nd May - Foothow 20th May, Ballast-Asiatic Petroleum Co. 18th May, General - Jardine, Matheson & Smrz, Russian str., 2,179, Levonias, 10th May -Moji 4th May, Coal-Bradley & Co.

Soshu Maru. Japanese str., 1.119, K. Sukawa, 26th May-Swatow 25th May, General -Osaka Shosen Kaisha. TAMSUI, British str., 919, H. T. Howart, 18th May-Swatow 17th May, Ballast-Butter-

field & Swire. May-Macassar 6th May, Coal-Java-China-Japan Lijn. TOBA MARU, Japanese str., 3,180, T. Sato. 27th May - Moji 24th May, General - Nippon

Ynsen Kaisha. -Manila 22nd May-Angaard, Thoresen VICTOBIA, Swedish str., 989, T. Eckert, 24th Mr A. C. Hondyk May-Wakamatsu 18th May, Coal-Java- Mr T. Hortel

China Japan Lijn. WONGKOI, German str., 1,115, H. Oldsen, 26th Mr Haufholz May-Bangkok 18th May, Rice and Mr Kelly General—Butterfield & Swire.

BAILING VESSEL.

ECLIPSE. British 4-masted harque, 2,996. James White, 12th May-New York 20th Jan., Kerosene Oil-Standard Oil Co.

ON SALE.

DOUND VOLUMES of the BONGKONG Dr. Hobson WEEKLY PRESS. July to December, Mr. H. Hoffman 1910 With INDEX. Price \$7.50. On sale at the "Hongkong Dally Press Hongkong, 28th March, 1911

VESSELS EXPECTED.

THE AMERICAN MAIL, The P. M. S.S. Co. str. China from San Francisco sailed from Yokohama on the 28th inst. for Hongkong, and is due to arrive here on the 6th prox.

The P. M. S.S. Co.'s str. Manchuria sailed from San Francisco on the 16th instant for Hongkong, via Honolulu, Yokohama, Kobe. Nagasaki and Manila, and is due to arrive at Hongkong on the 16th prox.

The T.K.K. str. Chiyo Maru with the U.S. mails sailed from San Francisco for Hougkong, via usual ports of call on the 24th instant, and is scheduled to arrive at this port on the 20th

THE AUSTRALIAN MAIL. The I.G.M. str. Coblens left Manila on the 28th instant, at 5 a.m., and may be expected here to day at 8 a.m. The E. & A. str. Aldenham left Sydney on

the 13th instant, for this port (via Queensland Ports, Timor and Manila) The N.Y.K. str. Nikho Maru (Australian Line) left Sydney for this port via ports on the 17th inst., and is expected here on the 5th prox. The E. & A. str. Eastern left Sydney on the

24th instant for Hongkong, via Queonsland Ports, Port Darwin, Timor and Manils, THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of China arrived at Shanghai at 11.30 a.m. on the 29th inst., and left a nin at 8 p.m. same day for Hougkoug, where she is due to arrive at 9

a.m. on the 1st prox. The C.P.R. Co.'s str. Monteagle left Vanconver, B.C., for Hongkong (via usual ports of call) on the 25th instant a.m.

THE GERMAN MAIL. The I.G.M. str. Prinz Hitel Friedrich carrying the German Mails with date from Berlin of the 3rd inst., left Singapore on the 26th inst., at 8 a.m., and may be expected here to day at 10

MELCHANT STEAMERS. The H.-A. Linie str. Vandalia left Shanghai

on the 27th instant, at 1 p.m., and may be expected here to-day p.m.
The I.G.M. str. Buelow left Shanghai via Foodhow on the 27th instant, at 10 a.m., and

may be expected here to-morrow at 7 p.m. The T.K.K. str. Hongkong Maru (South American Line) sailed from Moji on the 26th instant, and is due to arrive at this port on the 1st prox.

The H.-A. Linio str. Slavania left Singapore on the 26th inst. p.m., and may be expected here on or about the 1st prox. a.m. The O.S.K. str. Scattle Maru left Tacoma

for Hongkong, via Japan and Manila on the 29th ult., and is due here on or about 8th prox. The Olof Wijk & Co. str. Nippon left Port Said, on the 19th inst., and is expected here on the 15th prox.

The str. Inlogan left London on the 28th ultimo, and is therefore due here on or about the 18th prox.

The T.K.K. str. Kiyo Maru left Valparaisa on the 11th inst, for Hongkong, The Mogul Line str. Pathan left United Kingdom on the 12th March for Hongkoug via Straits.

The Mogal Line str. Sikh left United Kingdom on the 6th instant for Hongkong via the

VISITORS AT HOTELS.

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Th. van Hunt Mr II. Adam Mr. J. L. Andrew Mr R. Innes Mr P. Barendt Mr R. M. Joseph Mr E. C. Julien Mr. E. Bonnet. Mr. P. H. Klimanek Mr S. M. Brown Mr A. C. Brunt Mr H. I M Logan Mr A. J. MacGregor Mr D.E. Clark Mr. W.E. Clarks Wr C. Mindini Ir. O. Marriott Mr. H. L. Condon Mrs. Dalgeish Mr J. Merecki Mr N. K. Davidson Mr E. V. Mitchelmore Mr W. C. Drew Mr & Mrs A. B. Moulder Mr E J. W. Kames 31r & Mrs D. Munton Mr. W. A. Edgar Mr W. North 31r P. H. Nyo Mr. and Mrs. H. C. Ehrenfels

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Mr & Mrs G.P. Lammert Mr. and Mrs. E. A. M. Mr. & Mrs. A. C. Logan Mr. J. W. Wilson Mr. J. F. Macgregor

SHIPPING

ARRIVALS.

CHIYUEN, Chinese str., 28th May - Canto.t. HALDIS, Norwegian str., 1,065, G. Solberg, 29th May-Baugkok via Swatow 28th May, Rice and General-China-Siam S. N. Co. HUNAN, British str., 1,143, Speed, 28th May-Hengay 25th May, Coal-Butterfield &

Kumsang, British str., 2,078, F. Wheeler, 29th May-Singapore 23rd May, General -Jardine, Matheson & Co. TARTIOI, British str., 1,227, Gibbs, 28th May-

Tientsin and Chefoo 25rd May, General-Butterfield and Swige. PITSANULOR, German str., 1,234, D. Reimers, 29th May-Bangkok 20th and Swatow 28th

General - Molchorn & Co. BIRERIA, American str., 6,655, A. Zeeder, 29th May-San Francisco 3rd May, Mails and General-P. M. S.S. Co.

Singan, British str., 1,047, F. Jamieson, 28th May-Haiphong 26th May, General-Batterfield & Swite. STENTOR, British str., 4,308, A. D. Baker, 29th May-Liverpool 22nd April, General-

Entterfield & Swire. THILIWONG, Dutch str., 3,661, J. B. v. Dammi Jalink, 29th May-Milke 22nd May, Coal and General-Java-China-Japan Lijn. TRIUMPH, German str., 709, Jacolsen, 29th May-Haiphong 26th and Holhow 28th May, General-Johson & Co. VICTORIA, Swedish str., 28th May-Canten.

> CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 29th May.

Bayern, German str., for Singapore. Problemy, British str., for Shanghai. Haiching, British str., for Swatow. Hanoi, French str., for Pakhoi. Pananco Maru, Japanese str., for Keelung. Phranang, German str., for Bangkok. Sibir, Russian str., for Foochow. Tosa Mara, Japanese str., for Singapore.

> DEPARTURE 29th May.

KURICHOW, British str., for Amoy.

SHIPPING REPORTS.

The British str. Kumsang reports: Smed sea, fine weather and moderate monsoon.

> PASSENGERS. ARRIVELO

Per Kumsong, from Singapore, Dr. A. Sibree, Mr and Mrs Castella, A. H. Bark and Dr. Bandewin.

Per Siberia, from Son Francisco, &c., M. Adoryan, Mr and Mrs H. C. Antel, Mr and . B. Ashurst Miss M. F. Baldwin, Mr and E. B. Baldridge, Mr D. N. Ball, Mr T. Bennett, Mr G. K. Berden, Mr A. J. Berti Mr J. V. Beiler, Mr M. M. Boney, Miss A. Bryton, Mr and Mrs C. A. Buckner, Mr Mrs. C. W. Chambers, Messra J. Cohen, C Colman, Mr J. P. Cooley, G. L. Cox, C. Craft, C. L. Duffy, K. W. Dancen, S. W. Enger, J. H. English, C. Fehliman, L. T. Farnham, W. H. Fernehil, J. E. Fisher, Mr and T. Hall, W. R. Hamme, G. A. Hanson, E. G. Hesfelt, A. B. Hoag, F. S. Hopkins, H. R. Huso, Miss J. M. Jackson, Mr C. H. Jervis, Mr. J. L. Johnson, Mr O. C. Kemp, Mr Ray Kione, Miss M. E. Kline, Messre W. S. Koontz, J. S. Kugler, H. M. Lakin, E. E. Lucas, A. McCarty, Miss M. Rogers, Mr A. M. Meyers, Mr and Mrs M. I. Netzorg, Mr C. D. Paul, Mrs M. H. Plant, Mrs M. G. Potter, Mrs F. . W. Pyle, Miss T. P. Pyle, Muster C. W. Pyle, Mr W. L. Rufferty, Mr V. E. Rector, Mr W. Resongarton, Mr and Mrs J. C. Rundles, Mr R. B. Sage, Messra J. E. Sears, C. Singletay, J. A. Smith, E. M. Smoyer, F. B. Staloup, J. W. Stayton, C. A. Steen, A. J. Swift, Miss L. G. Storts, Mr and Mrs R. S. Swinton, Mr F. D. Tracy, Mr and Mrs C. M. Waddell, Mr W. T. Wolverington, Mr F. Warner, Mr F. J. Webster, Mr E. C. Welch, Prof. J. R. Wright, Mrs F. M. Pickering, Miss Rhoda Pickering, Miss A. Van Herrin, Mr C. B. Crabtreo, Mrs E. C. Farabam, Mrs E. M. Crandall, Mr J. A. Bull, Mr Frank Hill, Prof. R. Buck and Capt.

Per Hastan, for Amoy, Mr. Mackintosh; for Foochow, Mr J. B. Southmeyd and Mr A. C.

Per Korda, for San Francisco, Mrs J. H. Collins, Mrs. P. E. Hommett and infant, Mrs J. W. Bothin, Miss G. Bothin, Miss C. Bennett, Mrs. E. A. McMillan, Mrs. L. F. Goodale, Mr and Mrs H. T. Blackburn, Mr J. N. Blackburn, Mr and Mrs N. A. Hall, Mrs C. F. Martin, Mr Wm. Woon, Capt. and Mrs Suiton, Major and. Mrs C. R. Krauthoff, Mrs I. A. Smith, Mrs J. Doyle, Mr J. W. Tewksbury, Mr R. Syoder, Mr and Mrs R. W. Speel and maid, Miss D. S. Steel, Mr C. H. Steel, Mr Wm. B. Jones, Mrs Cora Richards, Lt. E. C. Waddell, Mr A. E. S. Alves, Rev. A. Malcom, Rev. A Lozano, Mr G. E. Menagh, Mr G. H. Corso, Jr., Miss I. Kida, Mr L. Mooser, Mr and Mrs G. W. Simmie, Mr and Mrs G. K. Larrison, Mrs R. Rooney, Mr and Mrs D. Fricot, Mr W. A. R. Doxat, Mr and Mrs F. O. Leiser and infant, Mr R. D. Harvey, Mr and Mrs F. J. Younker, Judge and Mrs A. A. Wilder, Miss A. Macfarlane, Mr and Mrs A. A. Wilder, Miss A. Macfarlane, Mr and HST Mrs D. W. Munton, Mrs J. S. Van Buren, Mr . G. Low, Mr B. Blanc, Mr H. F. Lawson, Dr. C. B. Jones, Mrs G. Douglass, Mr H. W. Kilby, Mr A. J. L. Macgregor, Mr C. Curtis, H.R.H. Prince Chudadby, H.R.H. Prince Prajatipok, Prince and Princess Loverady, Mr Luang Visan, Messrs Bhumrahn, Traidid, Dhep, Rajada, Nadh, Amara, Nakkhatr, Viwat, Hah, Sulang, Sodh, R. D. Taylor, D. Nakahata and T. Hayashi, Mrs C. P. Bowditch and daughter, Miss L. Livingston, Mr and Mrs E. F. Smith. Miss E. Smith, Mr L. E. Phipps, Mr J. J. Schotten, Mr J. B. Brady, Major-General Ra-falski, Mr E. A. Keith, Mr and Mrs E. M. Pomeroy and child, Messrs D. E. Hallett, E. R. Holmes, W. H. Francis, F. C. Ware, C. P. Bowditch, S. I. Munger, R. B. Livingston, A. J. Mott, Mr and Mrs McLeod, Mr and Mrs G. B. Farham, Mrs L. W. Ryland, Mr and Mrs J. Harper, Mr and Mrs L. G. Johnson, Mr and Mrs C. W., Carter, Mr R. Voglen, Mr G. L. Bontbret, Mr R. de Conchy, Miss J. C. Haight, Miss F. Starr, Miss Z. Schotten, Miss A. B. Flett, Mrs G. Mooser and infant, Mrs R. B. Livingston, Miss M. Clisbee, Mr L. H. Maltair, Mr W. B. Gotes, Mr C. Gaylord, Miss A. Whittal, Miss F. Olive, Mrs E. M. Foster, Mr. and Mrs E. Mehurt.

VESSELS ADVERTISED AS LOADING.

To aso rtain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those versels berthed at the Kowloon Wharf "kw." together with the number denoting the section. A Beam Naval Vard to Elast Point

1. From Green Island to the Harbour Master's.	2. From Harbour Ma	ster's to Blake Pier. 3.	From Blake Pier to Na	val Yard. 4. From Naval Yard	to East Point
1, From Green Island to the					
					TO BE DESPATORED
DESTINATION.	VESSEL'S NAMES.	FLAC & RIG BERTE	CAPTAIN.	FOR FREIGHT APPLY TO	TO BM DESPATCHED
	Constant		W. R. La Mare		To-morrow, at 11 A.M. About 3rd June.
ONDON & ANTWERP VIA SINGAPORE, &C	MONMOUTHSHIRE	Brit. str	G. E. Warner	P. & O. S. N. Co	On 10th June, at Noon.
CONTRACTOR OF THE CONTRACTOR OF THE PROPERTY O	NILE	Brit. str	E. F. Daldy, R.N.B Schwinghammer	P. & O. S. N. Co HAMBURG-AMERIKA LINIE	On 5th June.
ONDON & ANTWENDED TO STRAITS.	C ARCADIA	Ger. str k. w.	Kotzte	HAMBURG-AMERIKA LINIE HAMBURG-AMERIKA LINIE	On 26th June.
COTTERDAM, HAMBURG &C	FREIENFELS	Ger. str k. w.	Peter	HAMUBRG-AMERIKA LINIE	On 8th July. On 7th June, at D'light
HAVRE & HAMBURG VIA STITUTE VIA SINGAPORE.	&C KAGA MABU	Jap. str Jap. str	M. Hagino H. Petersen	NIPPON YUSEN KAISHA	On 14th June, A.M. On 21st June, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, MARSEILLES, LONDON & ANTWERP VIA SINGAPORE,		Jap. str	Wm. Thompsen	HAMBURG-AMERIKA LINIE	On 23rd June.
** * ** ** ** ** ** ** ** ** ** ** ** *		Ger. str K. W.	H. Formes	MELCHEZS & Co HAMBURG-AMERIKA LINIE	On 1st June, at 10 A.M. On 2nd June.
NAPLES. GENOA, AUGIERS, CIRCLES,	VANDALIA	Ger. str k. w.	Meissner	CANADIAN PACIFIC R. Co	On 10th June, at 6 P.M.
NEW YORK VIA PURITURE IAPAN, &C.	TARY ANDREAS	_	W. Davison	GANADIAN PACIFIC R. Co	a coll T
VANCOUVER VIA BRIANGIA	DO PANAMA MARU	Jap. str		OSARA SHOSEN KAISHA	On 13th June, at 11 A.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG, S ORAL, VICTORIA, C.B. & TACOMA VIA KEELUNG & JA	PAN SEATTLE MARU	Jap. str	S. Tominaga	NIPPON YUSEN KAISHA NIPPON YUSEN KAISHA	On 18th July, at 4 P.M.
VICTORIA, B.O. C. SEATTIE VIA REELUNG.	&c TAMBA MARU	Brit. str.	K. Noda G. H. McGill	. THE BANK LINE, LIMITED	On 6th June, On 6th June,
VANCOUVER, B.C., SEATTINE	KOMEBIC	Brit. str	H. S. Smith	CANADIAN PACIFIC B. Co TOYO KAISEN KAISHA	On 2nd June, at 1 P.M. On 9th June, at 1 P.M.
VANCOUVER (DIRECT). SAN FRANCISCO VIA SHANGHAI & JAPAN SAN FRANCISCO VIA KEELUNG, S'GHAI & JA	ac Nippon Maru	Am. str.	40 000 000 000 000	PACIFIC MAIL S.S. Co PACIFIC MAIL S.S. Co.	On 16th June, at 1 P.3
SAN FRANCISCO VIA SHANDHAI & JAPAN, &C	CHINA TRANS	Nor. str 1 m.	Christen Smith	PORTLAND & ABIATIO S.S. Co	CIE AM SHIRE PROPERTY
PORTLAND VIA JAPAN	YAWATA MARU		J. Nagao L. Klagkist	MELCHERS & CO	On 17th June, at D'lig On 7th July, at Noon
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str	M. Yagi	NIPPON YUSEN KAISHA	On 8th June, at 11 A.M.
The production of the control of the	MINASAKI MARU	Jap. str	M. Yagi	NIPPON YUSEN KAISHA	On 7th June, at Noon On 17th June, at 1 P. A
NAGASARI. KOBE & YOKOHAMA JAPAN, HONOLULU, MANZANILLO, &c.		Dut. str.	Roor w	JAVA-CHINA-JAPAN LIJN	Quick despatch On 2nd June, at Neo
JAPAN TIENTSIN	CHEONGSHING	Brit. str 1 m.	V. McClyonmt-Lidd	BUTTELFIELD & SWIRE	To-morrow, at 4 P.M.
CHEFOO & NEWCHWARD	KWONGSANG	Brit. str.	F. Wheeler	MELCHERS & CO	About 31st inst.
SHANGHAI VIA SWATOW SHANGHAI, TSINGTAU. KORE & YOKOH.	MA P. E. FRIEDRICH	Brit. str m.	C. C. Williams . F. J. Fox	P. & O. S. N. Co.	On 4th June, at 10 A
SHANGHAI MOJI KOBE & YOKOHAMA	NUBIA CHINHUA	Brit. str 1 m	Benson	BUTTERFIELD & SWIBE	On 3rd June, at M'ni On 4th June.
SHANGHAI KORE & YOKOHAMA	SLAVONIA	Ger. str k. w.	J. Teranaka		On 7th June.
SHANGHAI, MOJI & RUEL	BOMBAY MARU	Brit. Str	S. Barcham C. D. Goldsmith, B.	P. & O. S. N. Co	Though The Pares.
SHANGHAI. MOJI KOBE'& YOKOHAMA	SIMLA	Brit. str.		OLOF WIJI & Co., LTD HAMBURG-AMERIKA LINIE	On 15th June. On 19th June.
SHANGHAI, YOKOHAMA, KOBE & MOJI SHANGHAI, KUBE & YOKOHAMA	SILVIA	Dut, str k. w	Porzelius V. Zwart	JAYL-CHINA-JAPAN LIJN	
SHANGHAI ANPING VIA SWATOW & AMOY	TJITARŒM SOSHU MARU	Jap. str	** *** *** *** ***	OSAKA SHOSEN KAISHA	On 4th June, at 10A
TAMBUI VIA SWATOW & AMOUNT OF	CHOSHUN MARU	Jap. str	W. C. Passmore	USARA SHOSEN KAISHA	On 7th June, at 10. To-day, at 11 A.M.
FOOCHOW VIA SWATOW & AMOY SWATOW. AMOY & FOOCHOW	HAIGHING	Brit, str 2 h. Brit, str 2 h.	J. W. Evans	DOUGLAS LAPRAIR & CO.	To-morrow, at 11 %.
SWATOW ANOX FOOCHOW & WAKAM		Brit. str 2 h. Brit. str. 2 h.		DOUGLAS LAPRAIK & CO	On 6th June, at 11
CAST A DOMESTICATE A MILITARY ACTION OF THE CONTRACT OF THE CO	HAITAN	Brit. str 2 h.	J. W. Evans	DOUGLAS LAPBAIR & Co BUTTEBFIELD & SWIRE	On 1st June, at 10 A
SWATOW, AMUL & FOULDS	EAIFONG	Brit. str	Sidford	Butterfield & Swife	To-day, at 4 P.M. To-day, at 4 P.M.
MANILA, CEBU & ILOILO	RUBI	Brit. str.	Teask	JAHDINE, MATHESON & Co.,	
I WE A BOTT A	LOONGBANG	Brit. str 1m.	Pennefather M. C. Smith	BUTTERFIELD & SWIRE SHEWAN, TOMES & Co	On 10th June, at 4
MANILA CEBU & ILOILO	BORNEO	Ger, str.	F. Sembill	MELCHERS & Co	On 27th inst., at 9 A. To day.
JESSELTON, KUDAT & BANDAKAN	TOSA MARU	Jap. str — Brit. str —	Bradley	JARDINE, MATHESON & CO.,	PD '" To mound, at moon
SINGAPORE PENANG & CALCULATION	KUISANG	Brit.str.	Ph. Obenauer	BUTTERFIELD & SWIRE	About 7th June.
SINGAPORE, PENANG & CALCUTTA SINGAPORE, COLOMBO, SEEZ, PORT SAID & E BATAVIA, CHERIBON, SAMARANG, &c.	THILIWONG	Ger. str — Dut. str	Town D Jolink	JAVA-CHINA-JAPAN LIJN	Quick despaten.
SINGAPORE COLOMBO, SUEZ, FORT CARLES. BATAVIA, CHERIBON, SAMARANG. &c.			1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	A CONTRACTOR OF THE PROPERTY O	

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Between Chma, Japan and Europe via Canada and the United States, calling at Longkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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"MONTEAGLE" WED'DAY, 28th June "EMPRESS OF IRELAND"Fat., 28th July "EMRPESS OF INDIA" SAT., 1st July FRIDAY, 18th Aug. "EMPRESS OF JAPAN" SAT., 22nd July "ALLEN LINE" "EMPRESS OF CHINA" SAT., 12th Aug. "EMPRESS OF BRITAIN"FRI., 8th Sept. "EMPRESS OF INDIA" SAT., 2nd Sept. "ALLEN LINE"

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NAPLES, GENOA, ALGIERS, 16.900 (Thursday, 1st "BUELOW." June, at 10 A.M GIBRALTAR, SOUTHAMPTON, Capt. H. FORMES ANTWERP & BREMEN SHANGHAI, TSINGTAU, KOBE ("PRINZ EITEL FRIEDRICH" 31st May. Capt. E. MALCHOW, 15,000 [YOKOHAMA ... J Saturday, 27th "BORNEO" 5.050 May; at 9 A.M. JESSELTON, KUDAT and SANDAKAN Capt. F. SEMBILL SINGAPORE, COLOMBO, SUEZ, PORT SAID, GENOA, ALGIERS, "GNEISENAU" Capt. PH. OBENAUEE, 16,000 [GIBRALTAR, SOUTHAMPION, ANTWERP and HAMBURG Saturday, 17th MANILA, YAP, MARONN, SAMA-) "COBLENZ." June, at D'light RAL NEWGUINFA, BRISBANE, Capt. L. KLUGKIST, 6,750 SYDNEY and MELBOURNE

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Hongkong, 29th May, 1911.



Same state Ton	S CAPTAIN	LOR	SAILING DATE
RUBI 400	O S. Crosby	Manila, Cebu & Iloilo	On 30th May, 4 P.M.
ZAFIRO 400	M. G. Smith	Manila, Cebu & Iloilo	On 10th June, 4 P.M.

SHEWAN, TOMES & Co., General Managera, For Freight or Passage, apply to PHILIPPINES S.S. Co. Hongkong, 23rd May, 1911

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SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE," aptain G. E. Warner, will be desputched as bove about 3rd June. For Freight or Passage, apply to JARDINE, MATHESON & Co, Ltd.,

Agents. Hongkong, 17th May, 1911.

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship

KUMERIC.

FROM HONGKONG, ON TUESDAY, THE 6TH JUNE.

To be followed by the Steamer

LUCERIC 30th June

Bills of Lading issued to Overland Points in Canada, the United States and to the West

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CANADIAN PACIFIC RAILWAY Co. Hongkong.

Hongkong, 27th May, 1911. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN EGYPT. MEDITERRANEAN PORTS. PLYMOUTH AND LONDON

THROUGH HILLS OF LEADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL. AMERICAN AND SOUTH AFRICA

HE Steamship

"DELHI. Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 10th June, 1911, at Noon, taking Passongers and Cargo for the above Ports in connection with the Company's s.s. "MALWA," 11,000 tons, from Colombo, passengers' accom-modation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Ten and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. HIMALAYA, due in London on the 23rd July, 1911.

Parcels will be received at the Office. until 4 P.M. tho day before sailing. The contents and value of all packages are

For further particulars, apply to

Superintendent. Hongkong, 29th May, 1911.

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1.	FOR	STRAMERS	TO SAIL ENARES
NANG.	and ANTWER INGAPORE, PI COLOMBO, POR and MARSEILLE	E- (SUMATRA	are } 11 A.M., 31st } Freight and Pasage.
SHANGE and YO	KOHAMA	Capt. F. J. Fox	June Freight and Passage.
			June Passage.
LONDON of Cali	VIA USUAL POI	Capt. H. S. Bradshaw	Noon, 10th } See Special June } Advertisement.
NANG.	and ANTWER INGAPORE, P COLOMBO, POR and MARSEILLE	E. (NILE LT (Capt. E. F. Daldy,	R.N.R. About 14th Freight and Passage.
SHANGH and YO	IAI, MOJI, KOI KOHAMA	Capt C. D. Goldsmi	ith, } About 15th } Freight and Passage. N.R.
	or Further Particukong, 30th May, 19	lars apply to	E. A. HEWETT, Superintendont.

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	SAILINGS SUBJECT TO ALTERATION
	FOR STEAMERS TO SAIL
	MANITA CERT and ILOILO "KAIFONG" On 30th May 4 P.M.
	CONTROL BOARD NEW CHWANG "NANGHANG" UR 5180 BLBY, 4 P.M.
,	ELATDUONG UNITED TO ALL STATES OF THE STATES
4	MICHANICATAT
1	COLUMNITAT CHING OF STATUTE CHING OF STATUTE
	WANTLA CERTI and ILOILO "TAMING" Un oto June, 4 P.M.
	DIRECT SAILINGS TO WEST KLYEK, TWICE WEEKIY.
	S.S. "LINTAN" and S.S. "SANUL"
	ATTEMPATITAN STEAMERS have superior accommodation with Electric Light.
	throughout and Electric Faus in the Statercoms. A duly qualified Surgeon is carried
	REDITCED FARES. Cargo booked through for all Australian, New Zealand and

Tasmanian Ports. MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING."

Saloon accommodation Amidships: Electric Fans fitted; Extra State-rooms on Dock, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Dock, aft. SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS

("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Faus in the State-rooms and Dining Saloon, leaving Hongkoug for Shaughai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtaze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning sailings. A Co.'s Jaunch leaves Murray Pier at 10 o'clock every SATURDAY Night These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to -Hongkong, 30th May, 1911

the transhipment at Woosang.

TELEPHONE 35 BUTTERFIELD & SWIRE. AGENTS:

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPESCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO. MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Ourgo at Through Rates to all European North Continental and British Ports, also Triesta, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

OUTWARD. FOR SHIGHAI, KORM & YOROHAMA: S.S. SLAVONIA 4th June S.S. SILVIA 19th June. S.S. HELLAS 20th June S.S. SPEZIA 1st July S.S. SILESIA 12th July S.S. PREUSSEN 28th July S.S. ALESIA 9th Aug.	HOMEWARD. FOR ROTTERDAM & HAMBURG: S.S. ARCADIA 5th June FOR HAVRE, BREMEN & HAMBURG: S.S. FREIENFELS 9th June. FOR MARSHILLES, HAVRE & HAMBURG: S.S. SCANDIA 23rd June. FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. SITHONIA 26th June FOR HAVRE & HAMBURG: S.S. SLAVONIA 8th July FOR NEW YORK: S.S. VANDALIA 2nd June
For Further Particulars, apply to— Hongkong, 23rd May, 1911	AMBURG-AMERIKA LINIE, Hongkong Office.

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HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

AMOY AND FOOCHOW SWATOW. AND RETURN.

(Occupying 9 to 10 Days):

TRANSHIPS "HAICHING"	CAPTAIN Capt. W. C. Passmore TUESD	LEAVING. 30th May, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins FRIDA	Y. 2nd June, at 11 A.M. 4th June, at 10 A.M.
"HAITAN"	Capt. J. S. Roach TUESI	JAI, Our oune, at II Am.

FOR SWATOW AND RETURN. (Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans WED DAY, 31st May, at 11 A.M. The s.s. "Haiyang," will call at Wakamatsu.

Cobin Passage to the Latter Port at Cheap Rate. Daring the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foodhow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIR & Co., GENERAL MANAGERS.

Hongkong, 30th May, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) STRAMERS SHANGHAI via SWATOW "KWONGSANG" Tuesday, 30th May, Noon, SINGAPORE, PENANG & CALCUTTA" KUTSANG". Wed'day, 31st May, Noon.

"LOONGSANG" Friday, 2nd June, 2 P.M. "CHEONGSHING Friday, 2nd June, Noon, SINGAPORE, PENANG & CALCUTTA" KUMSANG" ... Wed'day, 7th June, Noon. RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS). The Steamers "Kursang," "Namsang "and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried, Steamers have superior accommodation for First Class Passengers and are fitted through-

Taking Cargo on through Bills of Lading to Yangtaze Ports, Taingtau, Weihalwei, Chefoe Tientain & Newchwang. Telephone No. 215, Sub. Exch. 4.

JARDINE, MATHESON & Co., Ltd., For Freight or Passage, apply to GENERAL MANAGERS. Hoagkong, 30th May, 1911.

Capt. J. Richards.

Capt. S. Tominaga,

Capt. K. Noda,



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAGINOS FROM HONGRONG-SUBJECT TO ALTERATION.

DESTINATIONS. MARSEILLES, LONDON and ANTWERP, via SINGA. PENANG COLOMBO, SUEZ and PORTSAID ...

BATEING DATES. STEAMBER. KAGA MARU (WED'DAY, 7th June, at Daylight Capt. M. Hogino, **KAWACHI MARU (WED'DAY, 14th Capt. H. Petersen, 7,000 | June, A.M. ATSUTA MARU (WED'DAY, 21st Capt. Wm. Thompsen, 9,000 1 June, at Davlight SADO MARU SATURDAY, 17th

... June, from Kobai

TUESDAY, 20th

STUESDAY, 18th

7,000 \ July, at 4 P.M.

(FRIDAY, 9th

SFRIDAY, 7th

TUESDAY, 30th

WED'DAY, 7th

6,000 L July, at Noon.

May,

6,000 l June, at Noon

5,000 June.

(WED'DAY, 7th

June, at 4 P.M.

June at Noon.

(§ INABA MARU VIOTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI. KOBE. TAMBA MARU YORKAICHI. SHIMIZU and YOKOHAMA ... SYDNEY and MELBOURNE, via MANILA, THURSDAY

YAWATA MARU Capt. J. Nagao, NIKKO MARU ISLAND, TOWNSVILLE Capt. M. Yagi, and BRISBANE BOMBAY via SINGAPORE, JI TOSA MARU and COLOMBO.... YOKOHAMA ...

Capt. T. Sato, NAGASAKI, KODE and NIKKO MARU Capt. M. Yagi, and | BOMBAY MARU SHANGHAI, MOJI, Capt. J. Teneraka. KOBE MIYASAKI MARU KOBE and YOKOHAMA ...

THURSDAY, 8th June, at 11 A.M Capt. T. Murai, Calling at Diibouti. § Fitted with New System of Wireless Telegraphy. Carries Dock Passengers I Cargo only.

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BETWEEN

AND JAPAN PORTS. HONGKONG

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Nagasaki Betarn. Yokchama Return. Koba Raturn. Moji Return. **\$90**

\$100 \$110 \$120 1st CLASS -\$50 \$ 60 **8** 70 \$80

With Option of rail between Steamers' Calling Ports in Japan.

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Only Line taking the warm SOUTHERN ROUTE across the HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

-	PROPOSED SAILING FROM HONGKONG.	(SUBJECT TO ALTERATION.)
	Companyer Tons	SAILING DATES
	19,000	FRIDAY. 9th June, at 1 P.M.
	A DEADTONITED TA 27.000	SATURDAY, 24th June, at 1 P.M.
	• WONGOTTA ZIANU	DET DIEDLET TOTAL DAILY OF THE
5	A TOPEA INDUO	True Property and the property of the property
	A SITUATOTA	TOTAL CONTINUES OF TAME
	A SEASTOTETED A 27.000	FRIDAY, 8th Sept., at 1 PM.
	A PRONICOLLA	SATURDAY, 30th Sept., at 1 P.M.
	* KOREA 18,000	SATURDAY, 28th Oct., at 1 P.M.
-	# Their Savanne	

All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 9th June, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:

—Missionaries and their families.

INTERMEDIATE SERVICE.

+	CHINA	10,200 Tons	FRIDAY,	16th June, at	l P.M.
4			FRIDAY,	7th July, at	of the second of
	PERSIA	9,000 Tons	FRIDAY,	4th Ang., at	
	THE S.S. "CHIN	A" will leave for S.	AN FRANCISCO	YIA SHANGHAI	NAGA

SAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 16th June, at 1 P.M. On the Fine MAIL Steamers, OHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

via Canadian Atlantic Poris. £43. FARES, HONGKONG TO LONDON via New York HONGKONG TO SAN FRANCISCO ... £25.
Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies, KING's BUILDING (opposite Blake Pier).

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SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION DATE OF SAILING. STRAMER * NIPPON MARU H. S. Smith ... "FRIDAY, June 2nd, 1 P.M. + CHIYO MARU ... 21,000 ... W. W. Greene ... FRIDAY, June, 30th, 1 P.M * AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY. July 21st, 1 P.M † TENYO MARU ... 21,000 ... E. Bent ... July 28th, 1 P.M. + Triple Screws, turbine engines. Twin Screwe.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKO. HAMA AND HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO), Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DATE OF SAILING. STEAMER CAPTAIN HONGKONG MARU 11,000 ... H. Hinokuma SATUEDAY, June 17th, 1 P.M. 17,500 ... H. Nishi TUESDAY, Aug. 15th, 1 p.m. 10,500 ... K. Hashimoto SATURDAY, Oct. 14th, 1 P.M. BUYO MARU

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE. YORO-HAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO AND CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG, TO SAN FRANCISCO £ 45-0-0, Single .. NEW YORK " LONDON 486 10 488 £ · 71-10-0, ... £ 120-0-0, Return 6 Months £ 125-0-0, ,, 24 1, SALINA CRUZ or MANZANILLO Yen. 420.00, Single . VALPARAISO... Yen. 570.00. ..

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense :--TO EUROPEAN POINTS :- Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia; European Officials in the Service of the Govern-

ment of China and Japan. TO CANADIAN AND UNITED STATES POINTS :- Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call, TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only). These magnificent steamers are most up-to-date and luxarious in every way. Excellent quisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 213 knots.
Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOCAL MANAGER, King's Euilding (Opposite Blake Pier).

KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

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Tons. (Gross reg.) VICTORIA, B.C. & TACOMA SEATTLE MARU TUESDAY, 13th VIA KEELUNG, NAGASAKI, June, at 11 A.M. WED'DAY, 12th Kobe York sicht, Shmidzu "CHICAGO MARU" and Yokohama July, at 11 A.M. 'PANAMA MARU' TUESDAY: 30th VICTORIA, B.C. & TACOMA May, at 11 A.M. VIA KEELUNG, SHANGHAL, TUESDAY, 27th "MEXICO MARU" MOJI, KOBE, YOKKAICHI, June, at 11 A.M. SHIMIDZU and YOKOHANA... "CANADA MARU" TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steamers Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

FOE	STEADIERS	LHAVES.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WEDDAY, 31st May, at 10 A.M.
TAMSUI VIA SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 4th June, at 10 A.M.
FOOCHOW VIA SWATOW	"CHOSHUN MARU"	WED'DAY, 7th Juno, at 10 4.M.
FOOCHOW VIA SWATOW and AMOY		at 10 A.M.

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americain

Sole Representative for Hongkong and South China Hugo C.A. Fromm, Hongkong.

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	OFFICE	AT CAPITY	
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Only fully prepaid letters and postcards are transmissible by the SIBERIAN Saturday, the 3rd proxime, being a Public Holiday, and Monday, the 5th proxime, being a

Bank Holiday, the Post Office wil the open as follows:—
On Saturday from 8 to 9 a.m. and from 3 to 5 p.m. On Monday from 8 to 9 a.m. There will be one delivery and a collection of letters each day.

The Money Order Office will be closed on both days.

In the event of the arrival of the French Mail from Europe on Monday, the office will be open one hour for the delivery thereof. The P. E. Frederich, with the German Mail of the 3rd inst., left Singapore on Friday, the

26th instant 8 a	FOR			PER	4	DATE
Singapore Pakhoi and Ilaip	hong	# 4 1		Rayera 4		Tuesday, 30th, 9.00 A r. Tuesday, 30th, 9.00 A r.
Kaduur, Skongl	hai, Moji, Kob Tacoma	K. Tokonam	R.)	Panama Mari	<i>3</i> 27	Tuesday, 30th, 10.00 4 5
Swatow, Amoy an Swatow and Shar	ad Foschew ighai		1 - 441	Haicking Kwongsang Phranang		Tuesday, 30th, 10.00 A 2 Tuesday, 30th, 11.00 A 2 Tuesday, 3 th, 11.00 A 2
Bangkok Macao Manila, Cebu and	Iloile	***	**	Sui Tai		l The Burtout Allth 1 1 h 10.7
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Singapore, Penal Singapore, Penal	ng and Colom	bo		Haimun Sumatra	1	Wednesday, 31st, 10.00 A
Macao Chefoo and New	444	•••	400	Sui Tai Nanchang		Wednesday, 31st, 3.00 P
Haiphong	·	4.6	111	Singan		Thursday, 1st, 9.00 A: Thursday, 1st, Registration 5.00 r
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		210 10100 1110
		Letters 9.00 A M
		(on Thursday.)
The more than	Linan	Thursday, 1st, 3.00 P m
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Swatow, Amoy, Foochow and Wakamatsu	Cheongshing	Friday, 2nd, 10.00 A M
l'ientsin		Friday, 2nd,
	60.00	Printed Matter and Sam
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		Registration 11.00 A M
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EBARGHAI, NAGASAKI, KORE, YOKOHAMA,	Nippou Maru }	fee of 10 cents, up to
HONOLULU AND SAN FRANCISCO	Trelibote and	10.39 A M.)
(SIBERIAN MAIL TO EUROPE)	4	Registration, Kowloon
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F 19 W HARA W		Letters Noon
	Loongsang	Friday, 2nd, 1.00 P M.
Manila, Cohn and Hollo	Esociation of the	
Batavia, Cheribon, Samarang, Sourabaya and	Tjiliwong	Saturday, 3rd, 9.00 A M
Macassar		Saturday, 3rd,
		Rgistration 4.15 P M
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Manila, Cohn and Hoilo Batavia, Cheribon, Samarang, Sourabaya and Macassar	Loongrang Tjiliwong
Shonghai SIBERIAN MAIL TO EUROPE}	Chinhua
Swatow, Amoy and Foochow	Haimun
Curopu, &c., India via Tuticoria, (Late Letters 11.00 a.m. to Noon, Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in	Nera
time for the first clearance will be included in this contract mail.)	

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Swatow, Am	oy and Foochov	Y	E	Taimun	ine .
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Cooktown, Cairns, Townsville, Brisbane,

Perth and Fremantie...

Sydney, Hobart, Launceston, New }

Zealand, Dunedin, Melbourne, Adelaide,

COMMERCIAL.

--: 0 :--EXCHANGE CLOSING QUOTATIONS.

	, May 29th.
2	
1	ON LONDON:— Telegraphic Transfer
	Bank Bills, on demand
1	Bank Bills, at 30 days sight1/94
	Bank Bills, at 4 months sight1/948
-	Credite, at 4 months eight1/10
	Documentary Bills 4 months' sight1/10a
6	ON PARIS:
;	Bank Bills, on demand
	Credits, at 4 months sight2322
	ON GREMANY:
	On demand1841
÷	ON NEW YORK :
	Bank Bills, on demand44
	Credits, at 60 days' sight45
	ON BOMBAY
	Telegraphic Transfer
	Bank, on demand
	ON CATCHETA :-
. 4	Telegraphic Transfer
	Bank, on demand
	ON SHANGEAT:
	Bank, at sight
	Private, 30 days' sight
	ON YOROHAMA:—On demand882
	ON MANUEL :- On demand-Pesos-882
	ON SINGAPORE : On demand
	ON BATAVIA : On demand
	ON HATPHONG On demand
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14	Government Rank's Buving Hate \$11.00
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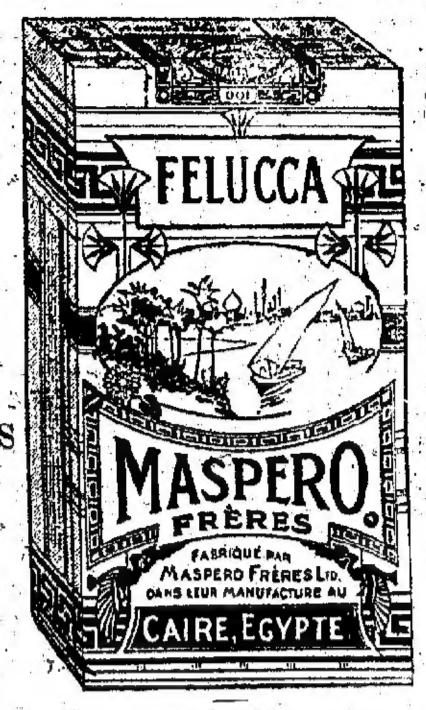


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HONGRONG, MAY 29TH, 1911. SHARE LIST .- QUOTATIONS. VALUE. PAID UP. CLOSING QUOTA-NO. OF STOCKS. SHARES. (\$890, sellers 120,000 £86.10/ Hongkong & Shanghai Bank Corporation \$80, buyers 99,925 60,000 50,000 50,000 200,000 National Bank of China, Limited China Borneo Company, Limited ... \$1.15, sales China Light and Power Company, Limited, China Provident, Loan & Mortgage Co., Ld ... 20,000 125,000 10,000 8,000 COTTON MILLS. Ewo Cotton Spin's, & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld. International Cotton Manufing Co., Ld. \$4, buyers Tis. 75 Tis. 100 Tis. 473. Tls. 57. Lacu-Kung-Mow C. Spin.&Weav.Co.,Ld Soy Chee Cotton Spinning Co., Limited Tls. 20. 2**0,00**0 4**0,00**0 \$6 | \$204, buyers Dairy Farm Company, Limited 60,000 50,000 10,000 55,700 36,000 18,000 400,000 7,000 60,000 DOCKS AND WHARVES .-H'kong & Kowloon Wharf & G. Co., Ld. 274, sal. & buy. Hongkong and Whampon Dock Co., Ld. New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Wharf Co., Ld., Tls. 60. Tie, 87, sales Tls. 100 Fenwick & Co., Limited \$31. buyers Green Island Cement Co., Limited ... Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited ... \$115, \$75, 12,000 8,000 15,000 50,00 \$25 Hongkong Hotel Company, Limited ... Manila Metropole Hotel Limited Hongkong Ice Company, Limited Hongkong Rope Manufacturing Co., Limited \$163, buyers 60,000 15,000 \$7½, buyers H'kong & South China Steam Fisheries Co., Ld. \$175, buyers 10,000 20,000 24,000 Insurances.-Canton Insurance Office Co., Limited ... \$118, buyers China Fire Insurance Co., Limited ... \$105, buyers China Traders Insurance Co., Limited ... Hongkong Fire Insurance Co., Limited North China Insurance Co., Limited Tis.155, buyers 10,000 12,400 Union Insurance Society, Limited 12,000 - 0100 Yangteze Insurance Association, Limited \$93, buyers LANDS AND BUILDINGS .--50,000 150,000 Hongkong Land Invest. Agency Co., Ld. \$6, buyers Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld. \$25, buyers 6,000 Tls. 99 78,000 Shanghai Land Investment Co., Limited West Point Building Co., Limited 12,500 16,000 200,000 25,000 SociétéFrançaise desCharb'ges du Tonkin Raub Australian Gold Mining Co., Ld... \$12\\\ x div. Posk, Tramways Co., Limited ... 50,000 75,000 \$5, buyers Philippine Co., Limited. REFINERIES. 20,000 China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited \$100 7,000 STEAMSHIP COMPANIES .-\$11, sellers, China and Manila Steamship Co., Ld. ... 20,000 Douglas Steamship Co., Limited \$303, bayers Hongkong, Canton & Macao S.B. Co., Ld. 69. sel. £6.10/-60,000 prof. Indo-China Steam Navigation Co., Ld 60,000 def. Shell Transport & Trading Co., Limited. \$242, ex div. \$151, x div. Star Ferry Company, Limited 10,000 all South China Morning Post, Limited Steam Laundry Company, Limited ... STORES AND DISPENSABLES. Campbell, Moore & Co., Limited \$3,10, buyers Wm. Powell, Limited \$3, sellers Watkins, Limited

Tis. 250 | 7% p. annum | Par. VERNON & SMYTH, Share-Reakers. SOLE AGENTS FOR THE IDEAL LIGHT.

100 fders

THE OSRAM LAMP

A. S. Watson & Co., Limited

United Asbestos Oriental Agency, Limited, }

Weissmann Limited

H; Price & Ce, Ltd.

Union Waterboat Co., Limited

Chinese Imperial 1886

(Registration, with late fee of 10 cents, up to

4th, 6th,

Printed Matter and Sam-

(Registration, with lat

10.45 A.M.)

10.45 A.M.)

No late fee.

Letters

fee of 10 cents up to

5. 0 P M

9.00 A M

... 10.00 A A

Para Rubber in London

WHAT IT. DOES EFFECTS ENORMOUS REDUCTIONS in IT DOES NOT deteriorate in light oven after electric light bills. RENDERS ELECTRIC LIGHT ABSOLUTELY THE CHEAPEST ILLUMINANT, and thus brings this mode of lighting within reach

Registration, Kowloon B.O. ... 10.00 A No late fee. IT PAYS FOR STRELF in about 150 hours on Letters 6th, 3.00 P M Tuesday, Properties. Saturday, 10th. THE 17 WATT. (app. 16 H.C.P.) Printed Matter and Samples ... 10.00 A M FOR ONE PENNY.

Registration... 10.00 A M THE 40 WATT (SPP. 32 H.C.P.) OSRAM LAMP gives 25 hours light for the consumption (Registration, with late fee of 10 cents, up to of one unit of current. THE OSBAM LAMP has an average life of over 2,000 hours, and during the whole of that Registration, Kowloou ... 10.00 A M period its initial c.p. is practically undiminished.

... 11.00 A M | IT CONBUMES only approximately 1 watt per Hefner candle-power as against 4 watts consumed by a carbon filament lamp. Yawata Maru ... Friday, 9th, 10.00 A M SEE THE WOED "OSRAM" IS ON EVERY

THE OSRAM LAMP

85½, sellers

\$12, buyers

512, buyers

86½, buyers

Quotation.

4/3 per Ib., quiet

WHAT IT DOES NOT

2,000 hours burning. IT DOES NOT, although its initial cost is more. PROVE AS EXPENSIVE AS AN ORDINARY CAEBON LAMP, for it lasts FOUR times as long, and consumes one-quarter the current ALL THE TIME.

account of its great current-saving IT DOES NOT require any special installing, burns in any position on any lighting circuit and fits existing lamphoiders. OSRAM LAMP GIVES 20 HOURS LIGHT THE OSRAM LAMP DOES NOT BLACKEN.

IT DOES NOT GET HOT. The OSEAM Lamp, although giving four times the light of a carbon lamp, does not generate heat to any extent. 'I his, added to its other advantages, makes it the ideal Lamp for private houses. THE HIGH CANDLE-POWER LAMP DOES NOT take as much current as the Enclosed Arc. Lamp, and is rapidly displacing this latter form of lighting, being cheaper in first cost and cheaper to maintain. SEE THE WORD "OSRAM" (Patent G.E.C., nothing more) is on EVERY BUIL.

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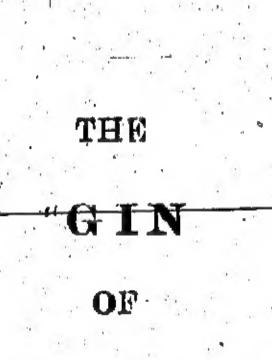
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HONGKONG.

FORTHCOMING EVENTS.

Friday, 2nd June-Auction of Machinery, &c.; at the Godowns situate in Wild-dell, Wanchai, by Geo. P. Lammert, 10 A.M. Friday, 2nd June-Twenty-sixth Annual Ordinary General Meeting of A. S. Watson & Co., Ltd., at Hongkong Hotel, 11.30 A.M. Enturday, 3rd June-Second Meeting of Hongkong Gymkhana Club at Happy Valley,

Saturday, 3rd June—Bank Holidays. Saturday, 24th June-Extraordinary General Meeting of the National Bank of China, Ld.,

ON SALE. A TABLE OF THE OF EXCHANGE AT

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